

The Hongkong Telegraph

WEATHER FORECAST
CLOUDY.
Barometer 29.61

(ESTABLISHED 1881.)

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July 10, 1914. Temperature 6 a.m. 77. 2 p.m. 87.
Humidity 86 72

July 10, 1913. Temperature 8 a.m. 81. p.m. 85.
Humidity 90 78.

2844 晚八十月五閏年寅甲

FRIDAY, JULY 10, 1914.

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\$36 PER ANNUM.

TELEGRAMS.

THE IRISH PROBLEM.

A BLACK OUTLOOK.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
Lord Stamfordham, Private Secretary to His Majesty the King, has visited Mr. Asquith at Downing Street, while General Macready, General Officer Commanding the Belfast District, has been a frequent visitor to the War Office for some days and has also visited Mr. Asquith.

The Ulster Unionists have issued a statement in Belfast that to-morrow's meeting of the Ulster Unionist Council will be held as a meeting of the Provisional Government, as it will thus have wider powers.

The statement proceeds to give the Preamble of the Provisional Constitution, which declares that the object thereof is to exercise all powers which the withdrawal of direct imperial Government from Ulster render necessary for the maintenance of peace and order, of good government, and of the laws now in force for the protection of the people's liberties, such powers to be only exercised in allegiance to the King. The statement also says that for the purpose of preserving Ulster as an integral part of the United Kingdom, the authority of the Irish Parliament will not be recognised in Ulster.

Captain Craig, Unionist M.P. for Down (East), after reading the statement to Pressmen, added that this was the first time Sir Edward Carson had summoned a special meeting of the Government. He hinted that serious action was contemplated, as they had private information that the situation was as black as it could be. Captain Craig stated that the Ulster Volunteers now numbered over 100,000, and they would enter any further forward movement with the same confidence as in the past.

On landing at Belfast to-morrow, Sir Edward Carson will be met and escorted by 400 Volunteers with fixed bayonets.

Preparing for "The Twelfth."

A later message states that there is greatly renewed anxiety regarding the Ulster problem.

The Ulsterites are most active in their preparations for the Twelfth of July celebrations. The Belfast Mounted Corps of Police are being armed with ball cartridges.

The Customs authorities to-day seized from a steamer 240 cement sacks filled with cartridges.

The Rival Forces.

In the House of Commons, Mr. Birrell stated that the Nationalist Volunteers numbered 132,000, and the Ulster Volunteers 85,000.

SUEZ CANAL.

NEW REGULATION.

London, Received July 10.

Reuter's Paris correspondent states that the Suez Canal Company has decided that from January next the maximum draft of ships passing through the Canal shall be 30 feet.

[At present the maximum draft of water allowed for vessels using the Canal is 8.84 metres, or 29 feet.]

TELEGRAMS.

THE ASSASSINATIONS.

SIGNIFICANT COMMENT.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
Reuter's correspondent at Berlin states that the *Lokal Anzeiger*, in the course of an apparently inspired article, says if the responsibility for the murders of the Archduke Franz Ferdinand and his Consort is brought home to the Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade.

Troops Concentrating.

Reuter's Paris correspondent says the *Temps* representative at Belgrade states that Austrian troops are concentrating on the frontier.

Reuter's correspondent at Vienna says the *Neues Wiener Abendblatt* states that representations will shortly be made to Belgrade with a view to the punishment of accessories to the assassinations and for the removal of abuses precluding neighbourly Austro-Serbian intercourse.

INTERNATIONAL POLO.

Great English Victory.

Brilliant Play by Lord Wimborne's Team.

The following account of the International Polo match between England and America, which took place on June 13, is from the *Times*:

England beat America in the first of this year's international polo matches at Meadow Brook on Saturday by 8½ goals to 3. The sides were:

England.—Captain H. A. Tomkinson, No. 1; Captain Leslie Cheape, No. 2; Captain F. W. Barrett (captain), No. 3; Captain Vivian Lockett, back.

America.—Mr. Rene La Montagne, No. 1; Mr. J. M. Waterbury, No. 2; Mr. Devereux Milburn, No. 3; Mr. Lawrence Waterbury, back.

Mr. Louis Stoddard was the referee, and Mr. Joshua Crane and Mr. Keith Marsham were the umpires.

To say that the decisive success of Captain Barrett's team has taken the polo world completely by surprise is to convey very inadequately the feeling of satisfaction and unexpected pleasure with which the result of the first match has been welcomed in this country. The best judges were distinctly pessimistic about the probable issue of Saturday's game. Apart from the unfortunate accident to Captain Cheape, which was a heavy blow to hopes of an English victory, it was generally agreed among all who knew the British ponies that the Americans must enjoy a very considerable advantage in pony power. This anticipation has most happily been entirely falsified, and the only conclusion that can be drawn is that the efficiency of the ponies at the disposal of the American team has been exaggerated.

Captain Barrett and his colleagues have had their qualities tested on many a hard-fought field, and it is not surprising that the loss of Mr. Whitney should make, as we have always maintained would be the case, a very serious difference to the defenders. Mr. Rene La Montagne, as was pointed out in the *Times* when he was selected to play for America, is not up to the international standard, and the absence of Mr. Whitney from the team meant that Mr. J. M. Waterbury was the

TELEGRAMS.

ALBANIAN AFFAIRS.

AN EPIROTE VICTORY.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
Reuter's correspondent at the Hague states that a despatch has been received stating that the Epirotes have captured Korytza. The Dutch officers are safe and are en route to Valona.

Reuter's correspondent at Athens states that the fighting at Korytza lasted for three days, and in a dash the Epirotes routed the Albanians. The town is orderly, and the inhabitants gave an ovation to their liberators.

only player who remained in his old position. Mr. Lawrence Waterbury was compelled to convert himself from a forward into a back, and Mr. Milburn had to move up from back to No. 3, where his qualities do not shine so brilliantly.

It is pleasant to think that we probably have at least one team in England which could hold its own against the challenging side; also that there are certainly 20 ponies who would probably be superior to Lord Wimborne's stud. America, on the other hand, is in a less fortunate position, for there does not seem to be any player of international class capable of taking Mr. Whitney's place. It is generally expected that there will be some drastic alterations in the personnel of the team which will wear the American colours at Meadow Brook on Tuesday next.

The Scene at Meadow Brook, Meadow Brook, June 13.

Imagine a cloudy, sultry day, a large, flat, treeless moor known as Hempstead Plains, six miles across from the village of Mineola to the town of Hempstead. Near the centre of this moor is a magnificent stretch of rich, velvety turf, 200 yards wide, 400 long, flanked on the east, west, and south sides by huge, roofless grand stands seating 26,000 persons, while the standing enclosures at each corner of the field accommodate 8,000 more. The stands are brilliant with colours, like enormous flowerbeds, and are surrounded by many British and American flags. Everything is encompassed with high barbed-wire fencing. This is the scene for the first international polo match of 1914—the seventh contest in 28 years, each country having won three.

By 4 o'clock the sky had cleared, the sun was shining brilliantly, and there was a pleasant breeze. The ground was in perfect condition. The motor-cars approaching from all directions raised clouds of dust on the roads of Hempstead Plains.

In the members' pavilion on the west side of the field were half-a-dozen well-known bookmakers. How they gained admittance no one knows, but they were offering 3 to 1 against England winning the series, declining, however, to lay odds in regard to to-day's match only.

At 4.15 there was a parade of the 20 American ponies for the game, followed shortly afterwards by the 18 of Lord Wimborne's team; these were followed in turn by seven reserves. At 4.25 Captain Lockett rode on to the field for a keck about, followed by Mr. Milburn, to warm up his famous Texas thoroughbred, Jacob. Mr. Lawrence Waterbury came next on *Exlus*, and some fast gallops up and down the field, with the scoring of two imaginary goals from long range, were heartily applauded by the crowd. Captain Cheape was received with enthusiastic cheering when he rode out for practice. By 4.30 all the players and both the umpires were on the field.

TELEGRAMS.

THE AMENDING BILL.

THROUGH COMMITTEE STAGE.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
The House of Lords has concluded the committee stage on the Home Rule (Amending) Bill, which will pass its third reading on the 14th inst. and then be returned to the House of Commons.

It is doubtful whether the latter will deal with the Bill before August 5, owing to pressure of financial business.

The Game By Periods.

From the first throw-in Mr. J. M. Waterbury got the ball, but was checked by Captain Lockett. A moment later the English back brilliantly stopped a drive by Mr. Lawrence Waterbury, and made a splendid run three-quarters of the length of the field, a grand gallop that ended in a goal, scored in less than a minute from the start. Then Captain Tomkinson hooked the ball out of a *melee* and took it to the goal, where he left it for Captain Cheape, who scored England's second goal with a clever shot. Some good hitting up by the Americans carried the play to the other end but the shot at goal went wide. Mr. Lawrence Waterbury was hitting the ball over the side boards at every opportunity to check the English rushes.

Towards the end of the period Mr. Milburn had a fall, landing on his right shoulder-blade, but apparently was not hurt; he rode off to get a fresh mount. Mr. La Montagne got away for a fast run, but was stopped by a tremendous near-side back-hander by Captain Lockett. The Americans were now penned in their own half. Captain Lockett and Captain Barrett successfully checking all their efforts to attack the English goal. Soon Captain Barrett dribbled through and hit up to Captain Tomkinson; the latter passed to Captain Cheape, who returned the ball to him for a shot which went just outside. The score at the end of the period was:—

England, 2 goals.

America, 0.

Second Period.—From the throw-in near the American goal Mr. Lawrence Waterbury made a brilliant run almost up to the English goal, but his shot just missed. From the hit-out Mr. J. M. Waterbury almost scored, and from the next hit-out he missed the goal by less than a yard. From the third hit-out the Englishmen got away and took the ball three-quarters of the length of the field. A fine back-hander by Mr. Lawrence Waterbury was met with great cleverness by Captain Cheape as the ball bounced. Mr. Milburn and Mr. J. M. Waterbury made a fine combined run, which was stopped by Captain Barrett, who cleared. After a good deal of mid-field play the Englishmen by short passes worked the ball down to the American goal, but Captain Cheape's shot just missed. Mr. Milburn riding him off. After more mid-field play Mr. La Montagne got clear, but missed his second stroke; Mr. J. M. Waterbury, following up, drove the ball hard towards the English goal which Captain Barrett defended very cleverly. Mr. Milburn had another shot, Captain Barrett saved again, and then Mr. J. M. Waterbury scored with a clever shot after having been crossed by Captain Lockett, who was paralyzed half-a-goal for the foul. As a matter of fact Mr. La Montagne tapped the ball just as

TELEGRAMS.

GERMAN TAXATION.

INCREASING THE BURDEN.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
Reuter's Berlin correspondent states that the papers give prominence to reports of fresh taxation in view of an increase in the personnel of the navy and in the number of armoured cruisers in foreign service.

The *Vorwaerts* says the milliard War Levy of 1913 has resulted in a deficit of 200,000,000 Marks.

it was going through the goal, but the credit certainly belongs to Mr. J. M. Waterbury.

Mr. Joshua Crane, the umpire, called the players together and explained that the foul was against Captain Lockett (and not against Captain Cheape, as had been supposed), and that Mr. Milburn had also been penalized for a foul which had not been generally noticed. Score at the end of the period:—

England 1½ goals.

America, ½ goal.

Third Period.—In less than a minute after the throw-in another goal was scored for England after some clever passing by Captain Barrett and Captain Cheape. From the throw-in Mr. Milburn hit the ball up to Captain Lockett, whose shot was smartly stopped by Mr. J. M. Waterbury, who narrowly missed the goal. Shortly afterwards Mr. Milburn had a back-handed shot at goal, but failed to score. From the next hit-out Captain Barrett took the ball almost the whole length of the field by clever dribbling and fine forward drives. Mr. Milburn cleared his goal, however, with two big hits, and Mr. La Montagne, picking the ball up, had a shot at goal but again missed. Captain Lockett hit out to Captain Tomkinson, who dashed away and made a brilliant run all down the field, but missed the ball near goal. Captain Cheape picked it up, but his shot went three feet outside.

From the hit-out the Americans took the ball past mid-field, but the English backs pulled them up and passed to Captain Tomkinson, who made another fast run, but the shot went wide again. The Americans were now hard pressed; Mr. Lawrence Waterbury saved and Mr. Milburn saved. Mr. J. M. Waterbury changed his pony just after Captain Lockett had been penalized ½ goal for a safety stroke when pressed by Mr. La Montagne, and thus at the end of the third period the score was:—

England, 2½ goals.

America, 1 goal.

Fourth Period.—Captain Cheape scored in the first half-minute. A grand back-hander by Mr. Milburn was not carried off by Mr. La Montagne or Mr. J. M. Waterbury, both missing the ball. Mr. Milburn rushed up and drove the ball up to the goal, which was defended by Captain Lockett, who a moment later rode off Mr. J. M. Waterbury in the very mouth of the English goal. Soon after the hit-out the American captain beat Captain Barrett and Captain Lockett with some very pretty dribbling, and scored handsomely. Captain Cheape, who was playing remarkably well, just missed the goal with a fine long drive, but from the hit-out Captain Lockett rushed up the ground with two strokes and banged the ball through the goal. A minute later Captain Cheape nearly scored again from a hit-out at the other end. Mr. Milburn passed to Mr. J. M. Waterbury, who made a fast run down the

TELEGRAMS.

MEXICAN AFFAIRS.

PROTECTION OF BRITISHERS.

[Reuter's Service To "The Telegraph"]

London, Received July 10.
Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Carden, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Nogales states that the rebels, under General Obregon, have captured Guadalupe, the second largest city in Mexico.

field, Mr. La Montagne riding off Captain Lockett, but Captain Barrett topped the shot at goal. The Americans made another attack, but Mr. La Montagne's shot at goal was a poor one. Thus at half time the score was:—

England, 4½ goals.

America, 1½ goals.

The Second Half.

Fifth Period.—From two *melees* in front of the American goal the Englishmen failed to score. Mr. La Montagne got away twice, but his shots at goal were terribly wide. Mr. Lawrence Waterbury saved twice when a goal for England looked certain; Mr. Milburn saved with a fine back-hander, but the ball hit Captain Barrett's pony, and the English captain took it on towards goal, only to be stopped by Mr. Lawrence Waterbury. Mr. Milburn hit up to Mr. J. M. Waterbury, who made a fine stroke, but Mr. La Montagne again failed to take advantage of it. From Captain Lockett's hit-out Captain Barrett passed to Captain Cheape, who in turn passed to Captain Tomkinson, and the last-named eventually scored after a hot *melee* all round the American goal. This made the score:—

England, 5½ goals.

America, 7-1/2 goals.

(Continued on Page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Epirotes have captured Korytza.

Lord Stamfordham, Private Secretary to the King, has visited Mr. Asquith.

Captain Craig says the Ulster situation is as black as it could be.

There is greatly renewed anxiety regarding the Ulster problem.

The Nationalist Volunteers now number 132,000, and the Ulsterites 85,000.

A telegram gives the main points of the Preamble to the Ulster Provisional Constitution.

The House of Lords has concluded the committee stage of the Home Rule (Amending) Bill.

Continental Press comments on the Austrian assassinations are outlined to-day.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

It is reported from Belgrade that Austrian troops are concentrating on the frontier.

The Mexican rebels have captured Guadalupe, the second largest city in the Republic.

German papers give prominence to reports of farther fresh taxation.

From January next the maximum draft of ships passing through the Suez Canal will be 30 feet.

General Macready, in command of the Belfast District, has been paying frequent visits to the War Office for some days.

The meeting of the Ulster Unionist Council is to be held as a meeting of the Provisional Government.

Sir Edward Carson is to land at Belfast to-day and will be met and escorted by 400 Volunteers with fixed bayonets.

The Belfast Customs authorities have seized from a steamer 240 cement sacks filled with cartridges.

NEWS.

"Our Contemporaries" will be found on page 2.

The Langkat output for yesterday was 218 tons.

A special article dealing with the need for a ratepayers' association appears on page 4.

General news appears on page 3 and log look on page 6 of this issue.

A case in which some cows had been seized came on at the Summary Court this morning.

A defendant was described in the Summary Court this morning as an unfeeling ruffian.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Third Gymkhana Meeting.
Special Matinee in aid of "Escola Portuguesa" fund.—4.30 p.m.
Band Concert, Hongkong Hotel Roof Garden.
Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

Monday, July 13.

H.K. University Matriculation Examination.
Meeting H.K. Central Estates Ltd.—noon.
Sale of Furniture—G. P. Lammer's Sales Room—2.30 p.m.

Tuesday, July 14.

Full Court of Appeal commences.

Wednesday, July 15.

Meeting of Shareholders, Steam Laundry Co., Ltd.—12.30 p.m.

Thursday, July 16.

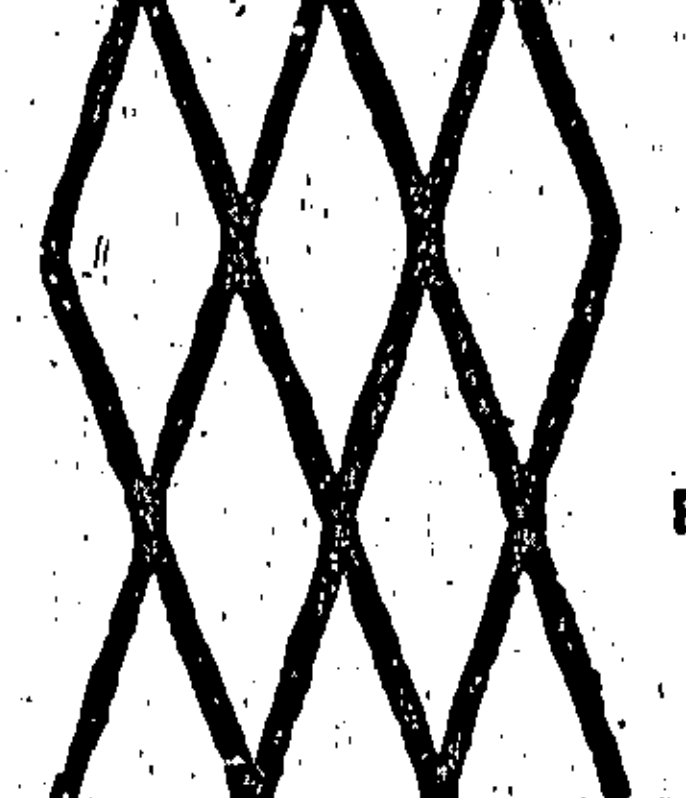
Lady May "at home," Mountain Lodge.

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Hongkong, 16th August, 1919

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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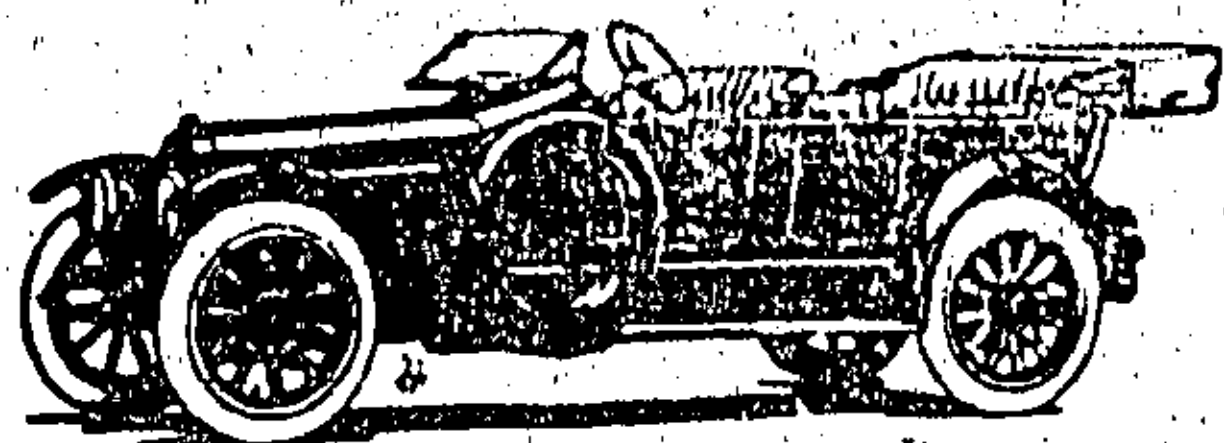
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Hongkong, 18th July, 1913.

NOTICES

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OUR CONTEMPORARIES.

Daily News.

Flood Repairs.

We notice that the President has instructed the Tatu and the Governor of Kwangtung to "order their subordinates to take steps to drain off the accumulated water and to repair the embankments so as to prevent any future catastrophe." Obviously something more than the repair or reconstruction of the old embankments is necessary if future catastrophes are to be prevented, and it is manifestly the duty of the authorities to procure the services of competent engineers to advise them as to what further measures are desirable and necessary and to make every effort to act upon such advice. The present state of China's finances makes it highly improbable, however, that the Government would listen for a moment to any proposal for conservancy works which would necessarily entail the expenditure of an enormous amount of money, though it should not be difficult to show that it would be money well spent and certain to prove in the end more economical than the ineffective measures which so woefully fail to protect the industrious populations of the riverside from these frequently recurring floods which bring so much disaster and destitution in their train.

South China Morning Post.

Foreigners in China.

Notwithstanding the fact that some two hundred years have elapsed since the commencement of trade with China, merchants at the treaty ports are still only on the fringe of the country, as they are permitted to deal with the natives only at certain specially appointed places and are restricted from sending goods into the interior except in specially authorised directions. The result of these absurd regulations, which keep western nations waiting on the doorstep of China, has long been the restriction of trade and a severe handicap on the foreigner. Since the awakening of China, the Peking Government has realised the necessity for foreign assistance in developing industries and promoting trade, and, while for a long series of years all the treaty ports were on the seaboard or the estuary of some big river, more recently a modified permission to foreigners has been extended to inland cities, notably Kirin (Manchuria) and Tsinan-fu (Shantung), to engage in business but without the sweeping guarantees extended to treaty ports by the treaty of Nanking.

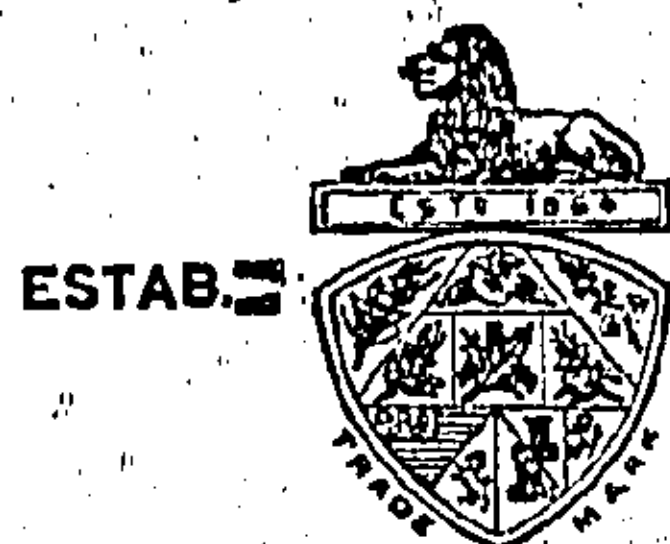
China Mail.

The State Religion in China.

A Confucian Government reigned and scholarship ruled. Scholars reigned and administered and their Government brought peace and prosperity to the people. It gradually raised the status of the masses till they themselves entered within the charmed circle of scholarship. In those days, scholars were not in any way tyrannised, but had free scope for the exercise of their influence; and the most excellent results followed. The last words of the speech reported are "They did not suffer under the harsh oppression at the hands of common people." It would seem from all this that the aim of the speaker is not only to re-establish the influence of Confucius, but, at the same time, to re-enthroned the literati of the country. If this is so, we venture to affirm that he is moving along wrong lines for the scholars of China cannot save her at this juncture. What China wants today is men of wider outlook than the average scholar possesses, and, at the same time, men who do not sit in their dark small rooms brooding over difficult Chinese phrases, whose meaning after all does not affect life. She wants men of action, for it is such practical leaders alone who can assist the State in these troublous times. In fact, China's true welfare lies in her serious consideration of more mundane things than religion.

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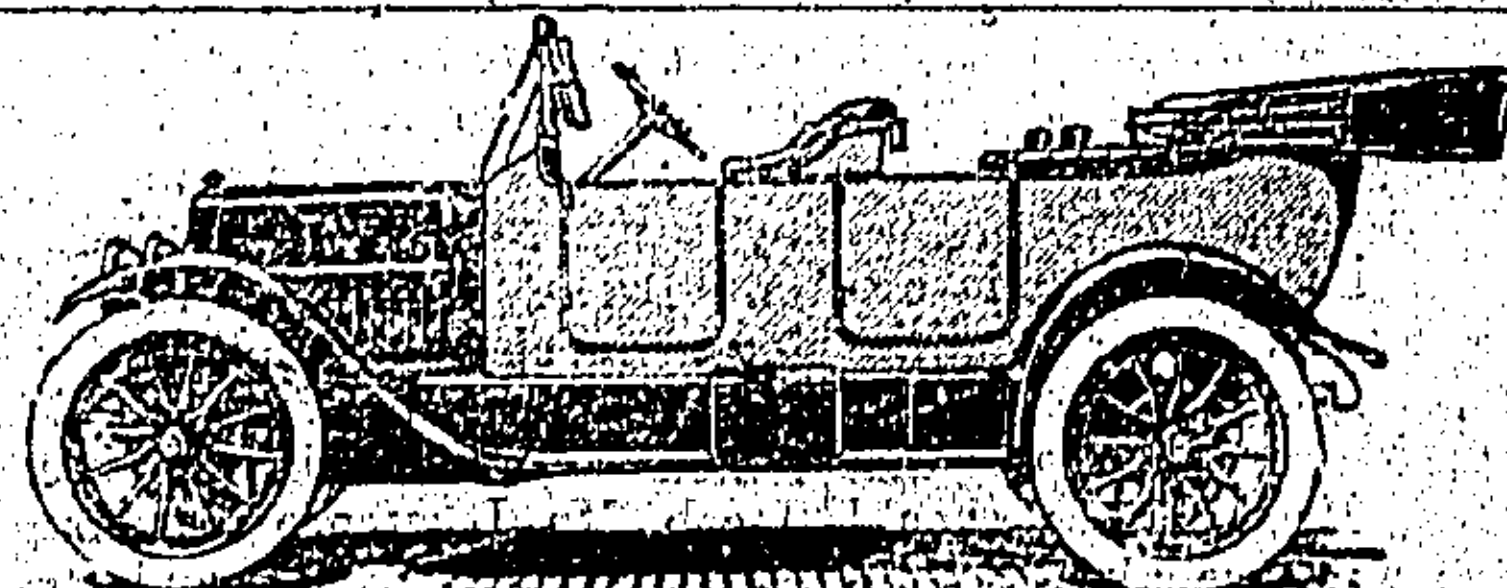
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GENERAL NEWS.

Chinese Quarrel in Calcutta.
Mr. Bartley, Joint Magistrate of Howrah, had before him recently a petition submitted by a Chinaman named Akhan of 59, Golabaree Road, who had complained against another Chinaman named Chong Yue for chopping off his arm under circumstances already reported. It was pointed out that the complainant's employees had professed that the accused had paid the loss of the arm so as to enable the complainant to proceed to China and settle down in some business there. In consequence of the loss of his arm the complainant would never be able to do any manual work. If the accused paid the amount proposed all further criminal proceedings were to be withdrawn. The matter was sent to the file of Mr. Rose, Deputy Magistrate of Howrah, before whom the accused paid the money claimed and the charge was withdrawn.

China's Dental Conference.
The first modern Dental Conference to meet in China has been in session here since July 1, says Reuter's Peking correspondent. Its sittings conclude to-morrow. Some 225 members, representing seven provinces, are present. Mr. Lan Tze-wai, and Mr. King Ting-mi, the first foreign educated dentists, are Chairman and Vice-Chairman respectively. The programme of the Conference consists of lectures, discussions, demonstrations and an exhibition of dental instruments.

To Lovers of Browning.
The New York Browning Society (58, West Fifty-eighth Street, New York) asks for the collaboration of all lovers of Browning to preserve in the caskets in which Robert Browning placed them the autographs of the love letters of Elizabeth Barrett and Robert Browning. After the death of their son these letters were purchased from his estate by Mr. Sabin, of London, who desired to keep the entire series of a hundred and seventy-one letters complete. He now offers them to the British Museum, where they should be placed, for the purchase price plus ten per cent. The purchase price was \$23,000.

Customs Revision.
Whilst unofficial discussions are proceeding in Peking regarding the tariff revision of the Maritime Customs from the present fixed rates to an effective five per cent, there is no likelihood of the question being taken up seriously for some time. The first direct move will be the appointment of an international committee, after which it is certain, many months will pass before the matter is settled. The question of the conference between Russia and China, concerning Mongolia, is also dragging on and, although it has been decided that a conference shall be held at Khabakha, no date has been fixed yet.

Porcelain Railway Coaches.
We take the following extract from the *Railway News*:—"In view of the almost absolute cleanliness associated with porcelain and like surfaces, a suggestion has been advanced by Mr. Heles Turner, of High Elms, Lennox Road, Gravesend, that the present absorbent wood and iron-built carriages should be replaced by steel and porcelain construction, non-absorbent materials which will not carry germs and bacilli. Steel-frame coaches should be used, with panels of plate porcelain for floors, partitions, ceilings, etc., also metal door and window frames, rust-proof steel laths for strength of the floors, and asbestos copper-coated tape for joints. The upholstery to be moveable, so that it can be properly fumigated in the compartment. The use of porcelain is ideal, in that the whole train can be washed inside and outside. A steel frame and porcelain vehicle can be washed out easily once a week when necessary with carbolic acid, or any other disinfectant. Rules and regulations, maps, names of stations, notices, etc., may be burnt in under the glaze and the smooth hard surface is impervious against mischievous alterations. Similar methods may also be utilised for station buildings, with porcelain panels glazed and decorated on both sides with the advertisement in under the glaze."

NOTICE

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BURMA OIL CO., LTD.

Report for Last Year.

The report of the Burmah Oil Company, Ltd., for the year ended 31st December last, submitted to the meeting at Glasgow on June 3, states that:—"The net profit, including \$52,240 brought forward from 1912, amounts to \$274,937. From this fall to be deducted—Amount applied in redemption of outstanding Debenture stock and placed to general reserve \$220,000; the interim dividends paid on 4th November, 1913: Six per cent. First Preference shares of £1 each—dividend, less tax—£7,062. Six per cent. Second Preference shares of £10 each—dividend, less tax—£21,187. Ordinary shares—dividend (free of tax)—£142,875, leaving the sum of \$483,802, out of which the directors recommend the following final dividends and bonus for the year 1913, namely: On the Six per cent. First Preference shares of £1 each, 7 1/2d. per share (equivalent to 6 per cent. per annum from 30th June to 31st December, 1913), amounting, after deducting income-tax thereon, to £7,062; on the Six per cent. Second Preference shares of £10 each 6s per share (equivalent to 6 per cent. per annum from 30th June to 31st December, 1913), amounting, after deducting income tax thereon, to £21,187; on the Ordinary shares of £1 each numbered 1 to 1,905,000 inclusive, (a) 1s 6d per share (equivalent to 15 per cent. per annum from 30th June to 31st December, 1913), free of income tax, amounting to £142,875; (b) bonus of 2s. 6d. per share, free of income-tax, amounting to £238,125; leaving to be carried forward £74,612. The whole of the Debenture stock having been paid off the £180,000 standing at Debenture stock redemption account has been transferred to general reserve. The increase in profit as compared with that for 1912 is mainly due to the higher range of values which ruled throughout 1913 for practically all oil products. A continued steady increase in consumption of kerosene oil in India also contributed to the increased profit. The final dividend of 1s. 6d. per share and the bonus of 2s. 6d. per share now recommended for payment amount, with the interim dividend paid on 4th November, 1913, to a total distribution on the Ordinary shares of 27 1/2 per cent. as compared with 20 per cent. for 1912. Depreciation has, as usual, been fully provided for, and the following amounts have been written off:—Refineries account, £79,880; oil wells, etc., account, £244,329; pipe lines account, £54,373; tankers and installations accounts, £72,058. There has also been placed to the credit of fields reserve £80,000 and of insurance reserve £20,000, bringing the totals at credit of the two last-named accounts up to £850,000 and £220,000 respectively. Drilling results in the old and proved fields, while of a variable character, have on the whole been of a satisfactory nature. The Singu field continues to show most satisfactory developments. The expenditure on the oil wells

ALEXANDRA DOCKS BOMBAY.

Excellent progress has now been made in the building of the offices, sheds, and warehouses at the Alexandra Docks. Although the docks were opened by His Excellency the Viceroy in March last, none of the buildings were then ready, but the formal ceremony had to take place at that time as Lady Hardinge was leaving for England.

Since then the construction has been carried on steadily and most of the sheds are now more or less complete. The warehouses for the storing of dry-paid goods are in course of construction and are likely to be finished before next year. It is understood that they are being built on up-to-date methods and will be safer places for the storing of goods, especially cotton, than all the existing godowns.

Although the regular working of the Alexandra Docks commenced from April last, an adequate staff for preparing and receiving dock charges, etc., was not stationed there until recently. Proper arrangements have now been made and a large number of clerks, supervised by responsible European officers, are stationed at the Alexandra Docks, an arrangement that does away with much trouble to commercial men.

The opening of the Alexandra Docks has necessitated the building of a new Customs House at Ballard Pier. The plans and estimates for the building are now being prepared by the Consulting Architect to the Government of Bombay and the work will be undertaken as early as possible.

and fields which has been entirely written off shows a substantial increase as compared with the previous year, mainly due to the cost of the deeper drilling in the Twingone area of the Yonang young field. No encouraging results have been obtained in the Minbu field, nor in any of the outside districts under test. The refineries have run continuously and satisfactorily throughout the year and all plant has been maintained in the highest state of efficiency. The pipe line has worked throughout the year without stoppage of at all a serious nature. Unfortunately, while discharging at Tuticorin in November, the tank steamer "Twingone" took fire, and although the fire was eventually extinguished and the steamer towed to Bombay she was so severely damaged as to make it impossible to repair her satisfactorily. A tanker was at once chartered to take her place and an order for a new tanker to replace her is on the point of being placed. With the exception of paraffin wax, prices for the company's products are being well maintained and the prospects for the current year consequently favourable. The directors have to record with deep regret the death towards the end of the year of their colleague, Mr. M. Tarbatt Fleming, who was the sole surviving director of the original Burmah Oil Company. To fill the vacancy caused by Mr. Fleming's death the directors appointed Sir Campbell Kirkman Finlay, who was for a number of years the company's chief representative in the East.

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ONE CENT PER WORD
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55 ELGIN TERRACE, newly painted and colourwashed.
No. 7 Stewart Terrace, thoroughly renovated and in good order.
Rooms in Queen's Road Central.
No. 9 Beaconsfield Arcade, Shop.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, 2nd Oct., 1913 [21]

TO LET.—With immediate possession. Office:—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached. Nathan Rd. Kowloon. Kowloon Marine Lot No. 48, with Wharf.
Flat in Nathan Rd. Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Building's

TO LET.—From 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply to DRAGON CYCLE CO.

Mr. M. Tarbatt Fleming, who was the sole surviving director of the original Burmah Oil Company. To fill the vacancy caused by Mr. Fleming's death the directors appointed Sir Campbell Kirkman Finlay, who was for a number of years the company's chief representative in the East.

NOTICE.

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THE QUEEN OF TABLE WATERS.
THE SAFE AND SATISFYING DRINK. ABSOLUTELY PURE.

YOU WILL BE SURPRISED to find how low your monthly expenses will be in running a "FORD" Car in Hongkong. Garage accommodation can now be obtained on both sides of the Harbour at very reasonable rates. Price of the 5-Seater Touring Car fully equipped is \$1,600 Hongkong Currency. Write, call or 'phone us for further particulars.

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Large Tin Cents 60.
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TO LET.—Partly furnished flat of two rooms, kitchen & bathroom in Gordon Terrace, Kowloon. Lower floor. Very moderate rental. Europeans preferred. Apply "NEEDFUL" c/o "Hongkong Telegraph."

TO LET.—BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.—Apply Mrs. EDWARD JACOBS, 17, Ashley Road, Kowloon.
Hongkong, 2nd July, 1914. [121]

TO LET, IN KOWLOON, now available, comfortably furnished bedroom, with private verandah and bathroom—very cool—in large, new, semi-detached house, 3 or 4 minutes from ferry. Full or partial board. Private English family (no children) moderate terms. Apply to "S." c/o "Hongkong Telegraph."

TO LET.—Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Queen's Building—the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank. Apply to:—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—"LA" HAGIENDA E., No. 74, Mount Kellett Road. Apply "CHATER & MODY, No. 5, Queen's Road Central."

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PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

Prices:—\$0.85 per doz. Pints. \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Price:—\$0.85 per doz.

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FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 10, 1914.

CANADA AND DEMOCRACY.

Lately the Press in England, Canada and the United States has been discussing, at some length, the likelihood of Canada's remaining perpetually loyal to the Empire. This discussion has, of course, arisen mainly out of the appointment of Prince Alexander of Teck to succeed the Duke of Connaught as Governor-General. There is quite a widespread, and apparently increasing, feeling in Canada that to nominate two Royal Princes in succession to hold the Governor-Generalship is practically to declare that henceforth the Dominion shall be ruled only by a member of the Royal Family; and to such an idea the Canadians—or a very large proportion of them—feel decidedly hostile.

When Prince Alexander was appointed, Mr. Emmerson, ex-Minister of Railways, remarked in the Canadian Parliament: "I am not in favour of continuing the practice of having Canada governed by Royalty. The idea of a superior society in a democratic country is encouraged, and this is not good for a young nation like Canada;" and the same sentiment is echoed by some of the Montreal papers. Apparently the malcontents do not realise that the appointment was made, very largely, as a compliment to the Dominion, and that, in grumbling, they are looking a gift-horse in the mouth. Of course it is absurd to pretend that Canada is not very largely Americanised. It is so of necessity. How could it be otherwise, with the United States next door to it, and with all that that implies? How too, could it be other than very largely democratic, seeing that the colonising has been done, in the main, by the working classes?

But, as we have pointed out before in these columns, while a certain amount of democratic feeling is essential to any country that holds by representative government, too much of it is dangerous: fatal, even. Class distinctions are regrettable enough, but they are things that there is no dodging; they always existed; they always will exist. Is there not class distinction in plenty in the two great republics, France and America? We certainly do not see how the appointing of a member of the Royal Family as Viceroy is going to increase these distinctions. Had an English peer, or an English commoner even, been sent out as Governor he would still, by virtue of his office as the King's representative, have been marked off socially from the rest of the people. No commoner could have shown himself more hard-working or more genial and approachable than the Duke of Connaught, during his tenure of office, and there is every reason to believe that the same line of conduct will be followed by Prince Alexander. Then what is there to complain of? It would seem rather as though the people who are opposed to the notion of a Royal Governor are equally opposed to the notion of having any Governor at all.

A Chinese Publishing Enterprise. From Shanghai comes the news that a body called the International Publishers' Association Ltd., has been formed and has its headquarters in the Northern city. It has established connections with the leading European publishing houses and is to act as their agents and advisers on the preparation of books for the China market. The Association does not propose to publish on its own account. Its business will be to secure proper advertisement and an adequate sale for works specially prepared for China. There is plenty of room in China for an association of this kind and plenty of useful work for it to do apart from the mere sale of books. If it is conducted on wise lines it can do much in the way of advising foreign publishers as to books which will best sell amongst, and which will be most useful to, the students in the many thousands of schools and colleges scattered up and down China.

The Question of Pirating. One difficulty which the International Publishers' Association will have to face is that of pirating. There is no copyright law in China, and, with the spread of printing plants, the pirating of books published outside of China has become a serious evil. If the Association is strong enough to uproot this evil, or even to check it in a considerable degree, it will do a useful work; but we should suppose that it will find this a task of some difficulty in the absence of any law to support its claims. What it can do, and no doubt will do, however, is to impress upon the more advanced Chinese, who read literature of European origin, the fact that pirated books, in the very nature of things, cannot compare either in quality of matter or in workmanship with books carefully produced under the best of conditions and with every care.

Another Polar Disaster. From a telegram received yesterday it seems almost a certainty that another grim Polar disaster has occurred. This time it is the Stefansson Arctic Expedition which has apparently suffered the loss of some of its members. This Expedition, it will be remembered, was organised under the auspices of the Canadian Government. It included a staff of fourteen scientists, and carried supplies for three or four years. The principal vessel—there were three altogether—was the Karluk, an old whaler, and she sailed from Etah in June last year, but towards the end of August it was reported that she had been badly damaged in the ice off Cape Barrow, while the fate of the party was unknown. Later it was reported that the expeditionists were marooned on Wrangel Island, to which spot a revenue cruiser was despatched about a month ago. Now comes the report that it is feared eight members of the party, including eminent Britishers who did magnificent work with Sir Ernest Shackleton, have perished. It is a sad ending to a great undertaking.

Policewomen and the W.S.P.U. It will have been seen from our last night's issue that Lord Henry Cavendish-Bentinck's notice of amendment to the Criminal Law Amendment Bill, providing for the enrolment of women police has found favour with—of all people in this world—the Women's Social and Political Union! Apparently Mrs. Dore Fox, the spokeswoman for this remarkable body, does not realise that, had women police been installed a couple or three years ago, the militants might have been spanked out of existence by this time. We have always maintained that anti-social hoodlums must be met by force. Needless to say, however, men are not the people to deal out this force; however disgraced Englishmen may be at the practices of the militants, the notion of men's using violence towards women will always be repugnant to them. But why should not women themselves be deputised for the work? If, instead of sentencing the maniacs to terms of imprisonment which they will never serve, the magistrates were to hand over each culprit to a sturdy woman policeman who would interview her in private with an elegant little cane, or the back of a nicely balanced hairbrush, we should soon hear the last of militancy.

DAY BY DAY.

THEY THAT CAN WALK AT WILL WHERE THE WORKS OF THE LORD ARE REVEALED. LITTLE GUESS WHAT JOY CAN BE GOT FROM A COWSLIP OUT OF THE FIELD. FLOWERS TO THESE "SPIRITS IN PRISON" ARE ALL THEY CAN KNOW OF THE SPRING. THEY FRESHEN AND SWEETEN THE WARD. LIKE THE WALT OF AN ANGEL'S WING.—Tennyson. In the Children's Hospital.

The Weather.

Lower level 8 a.m. Temp 83; overcast. At the Peak 8 a.m. Temp 75; overcast.

The Mails.

Siberian Mail.—Due per s.s. Feiching to-morrow. French Mail.—Due per s.s. Linsang to-morrow. Siberian Mail.—Closed per s.s. Prinz Eitel Friedrich to-day at 10 a.m. Canadian Mail.—Closed per s.s. Proteus to-day at 1 p.m. American Mail.—Closes per s.s. Persia to-morrow at 11 a.m. Australian Mail.—Closes per s.s. Prinz Sigismund to-morrow at 2 p.m. Siberian Mail.—Closes per s.s. Chenan to-morrow at 5 p.m.

Count the Columns.

Yesterday the Telegraph published 34 columns of solid reading matter. To-day there will be 33 published.

Haimun Docking.

The Haimun will not leave for Swatow on Sunday, as she is going into dock.

Third Gymkhana.

The third gymkhana meeting is to be held at the Happy Valley to-morrow. The first race commences at 3.15 p.m.

Revolver Possession.

The master of the Kwang San-wo firm was fined \$100 for being in possession of a revolver without having a permit, at the Police Court this morning.

International Polo.

The Times' descriptive account of the first of the International Polo matches between England and America will be found on Pages 1 and 5 to-day.

Roof Garden Concert.

The roof garden band concert, which should have been held at the Hongkong Hotel last night, has been postponed until to-morrow. If the weather is still bad the concert will be held on the first floor.

Himalaya's Cargo.

The cargo shipped from Hongkong by the P. and O. steamer Himalaya included 50 bales of waste silk for Manchester; 100 bales of waste and 130 bales of raw silk for London; 172 bales of raw silk for Lyons; 300 slabs of tin and 25 bales of human hair for Havre; 200 bales of waste silk and 26 bales of human hair for Marseilles.

Removing a Dead Body.

At the Police Court, this morning, Inspector Gerrard prosecuted a Chinese for removing a dead body without having a permit to do so. It appears that while at Ma Ti on Lidian Constable saw two men with a dead body in their charge. Seeing the constable they ran off but a chase resulted in one of the men being caught. The man was remanded for three days.

Mess Room Boys Demand an Increase.

It is understood that the saloon and mess-room boys in the steamers of the China coast have demanded an increase of \$3 per month in their wages. The boys have formed themselves into a guild with the assistance of the compradores who supply provisions to the ships and threaten to leave their vessels unless their demands are complied with. Negotiations are proceeding in the matter.

Dried Fish in Court.

The Police Court never can be accused of smelling sweet, but the entrance this morning was impregnated with the smell of dried fish. It was an inanimate chief witness in a case in which a man was charged with being in unlawful possession of three large bags of salt fish. He was arrested on the Praya at Kennedy Town and was remanded to allow of the Police making enquiries as to who is the owner.

RATEPAYERS' ASSOCIATIONS.

Why Not one for Hongkong?

(SPECIAL ARTICLE.)

If there is an organization at home that does work worthy of notice it is a body which calls itself the Ratepayers' Association and which operates in many towns and municipalities. Such a body has for its chief object the ventilation of the views of the ratepayers in a manner that would not be otherwise possible. For instance, complaints regarding certain localities or the township as a whole are brought before the association at a general meeting, and, if those complaints are worthy of the support of the Association, they are brought before the ruling body by those on the council who represent the Association, or by the Association itself, through correspondence should the Association be unrepresented on the governing body.

For a long time now the advisability of forming such an Association has agitated the minds of numerous ratepayers in Hongkong, and judging by the growing public interest taken in local affairs there is room for such a body. The Association, if formed, need not be one of agitation so much as one of suggestion, and suggestion is as desirable in the world of municipal government as it is in any commercial house paying rates to the controlling body. That being the case, we cannot see other than a useful purpose being served by such an organization as a Ratepayers' Association in Hongkong, so long as it is run by those who have no personal axes to grind and who have at heart the benefit of the community as a whole. Naturally there are many matters upon which the small ratepayer can throw light but which the big ratepayer is apt to overlook and which, at the same time, would do as much benefit to the big ratepayer as the small one if efficiently remedied.

After all, what is needed is advice for the common good and whether that comes from the fifty dollar a month rent payer or the two hundred dollar a month rent payer does not matter in the slightest. Again, things thoughtfully thrashed out among the ratepayers themselves before being brought before the Legislative Council by one man, influenced perhaps by the case of one man, are less likely to waste the time of the Council, and are more likely to give satisfaction all round, than any move of which the whole of the ratepayers are not cognizant. When a man makes a move single-handed there is always the danger that more than he would desire consider it a move which will improve matters for the person bringing it forward, though the contrary might very well be the case. A consensus of opinion on the point might settle the question as to whether a Ratepayers' Association in Hongkong is desired generally or not.

COWS SEIZED.

CASE IN THE SUMMARY COURT.

His Lordship Suggests They should be Sold.

This morning in the Summary Court before Mr. Justice Hazell a case was mentioned in which Mr. Hayward of Mr. Leo D'Almada e Castro's office and Mr. Otto Kong Sing were concerned for the plaintiff and the defendant respectively.

Mr. Otto Kong Sing said that this was a case in which some cows had been seized.

His Lordship:—As they are perishable articles I suggest that they be sold. Mr. Hayward:—There are very heavy running expenses.

At the request of Mr. Otto Kong Sing July 21 was fixed as the date for hearing, an earlier date being prevented by the sitting of the full court of appeal.

WEST RIVER FLOODS.

Another Long List of Donations.

Nearing the \$100,000 Mark.

The Tang Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund.

Already acknowledged \$78,854.00

Hair Dressers' Guild, collected by Messrs.	423.07
Tung Hing	200.00
Lau Shun Tong	200.00
Mr. Lau Shun Hung	100.00
Messrs. Tin Yek	100.00
"Lau Hing	100.00
"Wing Tsung Shing	100.00
"Kwong Yau Hang	75.00
"Kwong Shang	50.00
Mr. Ng Chan Sing	50.00
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Kwong Hip Lung Co., Ltd.	50.00
Messrs. Kwong Hop Lung	50.00
"Wing Tak Tai	25.00
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Messrs. Kwong Tung	20.00
Chan	20.00
Messrs. Mee Chan	20.00
Fok Leung Shi	20.00
Messrs. Shiu King	20.00
"Kwong Tak	20.00
"Tann Cheong Lung	20.00
"Hang Mow	20.00
Mr. Lu Lok Shan	20.00
Messrs. Yan Woo	20.00
Tung Shi	20.00
Mr. Leung Yiu Kai	20.00
Messrs. Kung Sing Woo	20.00
"Chan Kin Hop	20.00
"Shun Wai Cheong	20.00
"Wing Yee Cheong	20.00
Mr. Ho Wai Ki	20.00
Messrs. Shiu Ying Tai	20.00
"Kong Shing Lee	20.00
"Sui Ying Cheong	20.00
"Hop Lee Tsung	20.00
"Lun Cheung	20.00
"Shun Tai	20.00
"Tai Lun	20.00
"Kwong Cheong	20.00
"Chan Lung	20.00
"Wing Lun Hing	20.00
"Tai Cheung	20.00
"Kwong Wa Cheong	20.00
"Kan Lun	20.00
"Man Ming	20.00
"Kwong On Kee	20.00
"Tai Lee	20.00
"On Chan	20.00
"Woo Shing	20.00
"Po Tai Wo	20.00
"Him Yick	20.00
"Wui Ying Yuen	20.00
"Wing Fu Shun	20.00
"Po Kee	20.00

\$81,807.07.

LANGKAT OUTPUT.

Daily Averages for June and July.

The Langkat output for June was 8,863 tons and the average daily output was 288.76 tons. Messrs. Wright and Hornby advise us that the output for July is:—

1st July	263 tons
2nd "	264 "
3rd "	249 "
4th "	220 "
5th "	219 "
6th "	228 "
7th "	258 "
8th "	244 "
9th "	218 "
Total to date	2,163 "
Daily average	240.3 tons.

Rice-Cornering in Hunan.

Hunan merchants are apparently cornering rice, the price of which has risen 1,000 cash since the floods. Foreigners in Hankow have subscribed generally towards the Hunan Floods Relief Fund, says Renter's Wuchang correspondent.

"UNFEELING RUFFIAN."

BLUNT STATEMENT IN COURT.

"Some Nice Points of Law."

A claim for maintenance was mentioned this morning before Mr. Justice Hazell. There had been a case fixed for this afternoon which had gone over and as a consequence the list was empty for this afternoon.

Mr. Goldring asked for the case to be taken after tiffin.

Mr. Lewis could not agree. There had been attempts at settling the case and, if it came before the court, there would be several nice points of law to be discussed.

Mr. Goldring:—There would not be any nice points of law. My client is a poor woman who is trying to make the man pay for the maintenance of her child. If your Lordship will fix an early date we may be able to force something out of this unfeeling ruffian.

The case was adjourned.

WHITE WOLF.

WHOLESALE ROBBERIES IN KANSU.

The Mobility of the Robbers.

Tsinchow, Kansu, June 18.

Now the Wolves have left the province, one can give a survey of the damage done in a month and a half, says a North China Daily News correspondent. In all some seventeen cities have been looted, and numberless market places. The killed must run up to some 5,000 at least, the wounded, perhaps to half of this number; of these many will die, as only a very small proportion have been attended to. In most cities some houses have been burned. Tsinchow, which suffered heavily in this respect, and the worst of all was Tachow old City, which was completely destroyed along with some 1,000 or more women and children. They had fled to a Moslem mosque and a temple for refuge, and their own people set these places on fire rather than let their women fall into the hands of the thieves. This is the appalling tragedy in this province and was the last city attacked. Five Catholic Mission houses were robbed, one Fuhintang burnt and one looted.

The amount of booty taken will never be known, but must amount to a fabulous sum in silver, opium, and watches. The number of horses and mules taken and destroyed must run into thousands. The Wolves lived well all the time and the pigs and cows that fell to their guns were numberless. The shops were all cleared out of silk, satin, sateen and anything worth taking, and many things not taken were destroyed in wanton mischief. Clothing was dipped in oil and used as torches to illuminate fall deeds. Many women were ravished.

In a month and a half the Wolves travelled about 3,200 li. This works out at the rate of nearly seventy li a day, not bad when they often had to fight their way into a city. Their numbers are most difficult to estimate, but from all sober accounts, the fighting men were not over 1,000 when they left the province, but the bearers of loot, wounded, etc., were perhaps 3,000 or 4,000. These were impressed as they went, and taken for a few days and then let off, sometimes with a gift of silver or cash.

The only damage done to the thieves appears to have taken place at Tsinchow and Tachow; above Nunguen, where the Luchun killed, perhaps, 100, and Faking where they lost some 600.

These pests passed out of the province as the soldiers all went to Titao to prevent them going to Lanchow, with the result that they slipped past the lot. We now hear reports that they are engaged with the Luchun near Paochi in the next province. They are having a fight according to men who fled from here. We await the result. They will have a job to get through with their loot if the soldiers are at all smart.

Only two horses escaped in this district and they had to pay a good high premium for safety to the Luchun and Lanhou who passed through. The former paid about 20,000 in silver and opium.

INTERNATIONAL POLO.

(Continued from page 1.)

Sixth Period.—From the throw in Mr. La Montagne made a dash for goal, but his final shot went wide as usual. Mr. La Montagne, on Silver Tail, was overtaken in two fast runs, first by Captain Barrett and the next time by Captain Lockett, but Mr. J. M. Waterbury, following up, and scored with a fine shot from a difficult angle. The Englishmen made three unsuccessful attacks and then Captain Tomkinson dribbled to the mouth of goal, the Americans apparently forgetting such a thing as crooking sticks, which would have stopped him easily; Captain Cheape tapped the ball through to score England's seventh goal. Mr. Lawrence Waterbury and Captain Barrett were each penalized half a goal for fouls. Mr. La Montagne got away and made a good run, but his shot missed the goal by 3 ft. The score at the end of the period was:—

England, 5½ goals.
America, 2 goals.

Seventh Period.—After a magnificent combined run by the Englishmen, Captain Cheape deceived Mr. Milburn and scored easily. The Americans rallied desperately, and both Mr. J. M. Waterbury and Mr. La Montagne narrowly missed the goal with shots from difficult angles. Captain Lockett made two remarkable saves of subsequent shots from these two players. Just at this time the Americans were keeping the Englishmen penned in their own territory. Captain Lockett and Captain Barrett were wisely hitting to the side-boards as much as possible until the end of this period. Just before the ball rang Captain Lockett was forced into safety, and thus the score was:—

England, 6½ goals.
America, 2 goals.

Eighth Period.—The Englishmen attacked again, and out of a loose scrimmage in front of the American goal Captain Lockett scored. From the throw-in the Englishmen attacked again; Mr. Lawrence Waterbury missed a difficult back-hander, and Captain Lockett rushed up to hit another goal. The Americans broke away, but Captain Tomkinson saved cleverly. Very soon afterwards, however, Mr. Milburn scored a beautiful goal. The pace was terrific, and both teams were missing the ball rather often. Captain Tomkinson made a fast run across the field and passed to Captain Cheape who scored just after the final bell had rung—too late to count. The final score, therefore, was:—

England, 8.1-2 goals.
America, 3 goals.

REVIEW OF THE MATCH.

The Players and Ponies.
The Englishmen scored 10 goals, minus two half-goals for fouls and two quarter-goals for safety hits. America scored four goals, minus two half-goals for fouls.

If Mr. Rene La Montagne had been able to direct his shots, of which he had many in at least five periods, with the ordinary accuracy of even a fairly good player, he could have added several goals to the American score. Of course, several clever strokes by the English forwards also went wide of the goal, but most of them were shots made at full gallop from difficult angles, whereas Mr. La Montagne failed several times when the English goal seemed almost at his mercy.

The Englishmen played with the ball, the Americans had to play for it and take risks. The British cavalrymen knew what they wanted to do and went ahead and did it. They played fine, consistent polo, hitting cleanly and accurately, and seldom missing the ball. They had no misunderstandings, they showed plenty of dash and superb horsemanship, and above all they made opportunities for themselves as well as seizing any that were presented. The thing they desired to do and did was to keep control of the ball as much as possible by quick, accurate passing. So seldom did any of them miss his stroke, so well did they pass, so accurately did they pick up the ball, that whenever they started an attack they invariably carried it on to the final shot at goal, of which a good percentage were successful. Briefly, more often than not an Englishman was on

the ball, sometimes two, occasionally three.
Captain Cheape was quite magnificent. Had I dreamed that he would be able to play in such form I would never have abandoned my belief, telegraphed so often since my arrival here, that the Englishmen had a fine chance of winning. But how could one imagine such a thing after last Sunday's accident and all that it entailed? He did not try to do much riding-off of Mr. Milburn, preferring to keep clear and play the ball past him to Captain Tomkinson, whose anticipation of these passes was wonderfully good. Captain Tomkinson never succeeded in riding-off Mr. Lawrence Waterbury, but frequently spoiled the latter's stroke by cleverly crooking sticks. Captain Cheape fed Captain Tomkinson for many of the latter's fast runs and followed him reasonably close in case he might miss the ball. These two also cleared the way in irreproachable style twice for Captain Lockett, whose sure hitting and very fast runs were of inestimable service. No back could ask for a better time than Captain Lockett enjoyed for he was very rarely harassed by Mr. La Montagne, but he was not content merely to defend; instead of always hitting up in the conventional way he varied his methods, occasionally rushing through and making a fast run to the goal, while Captain Barrett attended to Mr. J. M. Waterbury and Captain Tomkinson drew off the American backs.

The wiles with which Captain Barrett and Mr. J. M. Waterbury tricked each other were a delight to watch. Both are exceedingly clever dribblers, and Captain Barrett played capital polo throughout, supporting Captain Lockett splendidly when the Americans threatened the goal; indeed, Captain Barrett saved probably more often than the English back.

The British mounts lost nothing by comparison with the American ponies—in fact, some of the latter struck me as having seen their best day, such as Conover and Tenby. Also Mr. La Montagne's favourite, Silver Tail, was outplayed by Captain Lockett on Star and later by Captain Barrett on Bella. Twenty-seven and Kitty played capital polo for Captain Lockett, so did Greyling and Peppercorn for Captain Cheape. Captain Tomkinson rode four splendid ponies in Hurry Up, Mars, Quicksilver, and Halloween, all of which are handy as well as fast. Nobody can truthfully say that in this match the English mounts were inferior to the Americans.

If the three members of the "Big Four" play in their old positions, with Mr. Malcolm Stevenson or Mr. Foxhall Keene at No. 3, in next Tuesday's match, it should be harder fought than to-day's, though this experience and their victory are certain to do the challengers a great deal of good.

The News in London.
The news of the handsome victory of the English polo team created a considerable sensation in London amongst those who were able to follow the score as it was telegraphed. A large number of people collected at Hurlingham, where the scores were displayed on an illuminated board, and as each period showed England forging steadily further ahead there was great enthusiasm and cheering. At the London clubs similar scenes were witnessed, and even in one club whose staid reputation would not suggest such an outbreak, hearty whoops were heard when the

word "England" appeared on the tape machine, even before the following word "wins" was ticked out.

The King sent a telegram of encouragement to the English team before the first game, and many messages of congratulation have crossed the Atlantic since the result became known late on Saturday night. Lord Roberts, through whose influence Captain Lockett was persuaded to accompany the team, sent the following message to Lord Wimborne:—"Heartiest congratulations on splendid victory. Hope men and ponies none the worse, and that another success awaits them on Tuesday." (Signed) Roberts, F.M." The Hurlingham Club have sent messages of congratulation to Captain Barrett and Lord Wimborne.

It will be remembered that 10 days before the English team was due to sail the prospects of getting a representative side together seemed almost hopeless, and it was due to Lord Roberts and to the Emergency Committee (composed of Sir Douglas Haig, Sir Henry Rawlinson, and Brigadier-General Henry Wilson) that Captain Lockett and Captain Cheape accompanied Lord Wimborne to America. So far they have every reason to be satisfied with their handiwork, and if, as we hope, the cup should return this year to Hurlingham, the part which they have played will not be forgotten.

Press Comments.
New York, June 14.
Press and other experts express unqualified praise of the British polo team.

The New York Times in a leading article declares that the visitors played probably the most perfect polo ever seen in America, marked by perfect team work coupled with brilliant individual playing.

The World says that England "got the jump on" America and kept it. The British team, says this journal, played the dashing style of game shown by the American four when they brought back the cup five years ago. The Englishmen showed extraordinary precision, while the Americans played in "hit or miss" style, trusting to luck.

Curio Dealer's Loss.
G. F. Saito, a curio dealer of 24, Des Vaux Road Central, reports to the police that yesterday some person entered his room and stole a handbag valued \$25, containing four crepe shirts valued \$46, a blanket valued \$43, and a piece of jade valued \$50.

Stolen From Cubicle.
A Chinese married woman of 116, Shanghai Street has reported to the police that yesterday morning someone entered her cubicle and stole clothing valued \$7, a bangle valued \$12.50 and \$14 in money.

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Proposed sailings for SAN FRANCISCO & SAN PEDRO.
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Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to
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(Special Pacific Service to the "Telegraph"—Router.)

SINO-JAPANESE DEVELOPMENT CO.

RAISING THE CAPITAL.

Peking, Received July 9.
According to reliable information, at least half the Chinese capital of \$2,500,000 of the Sino-Japanese Development Company will be borrowed from Japanese or will not be called up. It is interesting to note that the majority of the Chinese promoters of the company are Southerners.

DAIRY FARM NEWS.

WE HAVE RECEIVED

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FRESH SIBERIAN SALMON,

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For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE."

Captain Coull, will be despatched as above on Wednesday, the 5th August.
This Steamer has excellent accommodation for a limited number of Saloon passengers.
For freight and passage apply ARNHOLD KARBURG & Co. General Agents.

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THE Steamship

"INDRA"

Capt. J. C. Alexander, will be despatched as above on Tuesday, 7th July.
This steamer has excellent accommodation for a limited number of saloon passengers.
For Freight & passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.
Telephone No. 215, Sub. Ex. No. 9.
Hongkong 11th June, 1914. [663]

TO-DAY'S ADVERTISEMENTS.

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TO LET.—No. 3 Seymour Terrace on August 1st, 1914. Apply G. A. WOODCOCK, MAGISTRACY.

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"SALAMIS."

4509 tons, Captain D. A. Gardiner, will be despatched as above on Friday, 24th July, at noon.
For rates of Freight and Passage apply to—

The Bank Line Ltd., Managing Agents.
HONGKONG GYMKHANA CLUB.

The Gymkhana is postponed till Saturday 18th inst.

TO-DAY'S ADVERTISEMENTS.

NOTICE TO CONSIGNEES.

Form KOBE AND MOJI.

THE Steamship

"TAKADA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.
No Fire Insurance whatever will be effected.
Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD. Agents.
Hongkong 9th July, 1914.

FOR KOBE AND MOJI.

THE Steamship

"DILWARA."

Capt. G. N. Ramage, R.N.R. will be despatched for the above ports, TUESDAY the 14th instant, at noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

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The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Further Particulars, apply to DAVID SASSOON & CO., LTD. Agents.

Hongkong, 10th July, 1914.
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From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

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having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Manager.

Hongkong, 10th July, 1914.

MACKINTOSH & CO. Telephone No. 29. MEN'S WEAR SPECIALISTS.

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" " "	Silberia	23rd Aug.
" " "	Liberia	14th Sept.
" " "	Almark	16th Sept.
" " "	Arabia	9th Oct.
" " "	Wurttemberg	16th Oct.

Victoria, V'v'er, S'ile T. & P. (Or.)...Andalusia...2nd Aug.
Belgravia...17th Sept.
Brasilia...12th Oct.

Havre, R'dam, H'burg & A'worp...Coldenfels...9th July.
Havre, R'dam & Hamburg...Emden...20th July.
M'les, Havre, Bremen & Hamburg...Preussen...21st July.
Hamburg and Antwerp...Hoerde...24th July.
Havre, Emden & Hamburg...Silesia...29th July.
Havre, Bremen & Hamburg...Markomannia...5th Aug.
Genoa, Dunkirk & H'burg...Friska...7th Aug.
M'les, R'dam, Hamburg & A'worp...O. D. J. Ahlers...22nd Aug.
Havre, Emden, & H'burg...Senegambia...25th Aug.
Havre & Hamburg...Holsatia...3rd Sept.

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Shidzuoka Maru T. 12,500 TUESDAY, 14th July, at 4 p.m.
Tamba Maru T. 12,500 TUESDAY, 28th July, at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.
Nikko Maru T. 9,600 WED., 29th July, at noon.
Kumano Maru T. 9,300 WEDNES., 26th Aug. at noon.

CALCUTTA, via Spore, Penang & Rangoon.
Kawachi Maru T. 12,000 SATURDAY, 11th July.

BOMBAY via Singapore and Colombo.
Penang Maru T. 6,000 MONDAY, 20th July.

Kobe & Yokohama.
Katori Maru T. 20,000 WEDNES., 15th July, at 11 a.m.

NAGASAKI, Kobe & Yokohama.
Kumano Maru T. 9,600 TUESDAY, 28th July, at 5 p.m.

SHANGHAI, Moji and Kobe.
Ceylon Maru T. 12,500 FRIDAY, 17th July.

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Kamo Maru T. 9,600 WEDNES., 29th July, at 11 a.m.

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SHANGHAI...Liangchow...14th July at 4 p.m.
MANILA, CEBU & ILOILO...Taming...14th July at 4 p.m.
FAKHAI & HAIPHONG...Sunkiang...15th July at 9 a.m.
SHANGHAI...Luchow...16th July at 4 p.m.
SHANGHAI & TSINGTAU...Yingchow...18th July at m'night
MANILA, CEBU & ILOILO...Yean...21st July at 4 p.m.

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MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Yean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Yean."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing," and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves, Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.
Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 10th July, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,

Hotel Marlboro, 3rd Floor, Rooms 12a & 14,

Hongkong, July 4, 1914.

Tel. No. 1214

SHIPPING

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captain.	For	Sailing date.
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Zafiro ... 4000 F. S. McMurray ... Manila, Mangarin, Cebu and Iloilo.
Rubi ... 4000 J. Miller ... Manila, Mangarin, Cebu and Iloilo.
SATUR., 11th July, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th June, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjihini	JAVA	2nd half July	SHAI	2nd half July
Tijlaroem	SHAI	2nd half July	JAVA	2nd half July
Tijpanas	JAVA	2nd half July	SHAI	1st half Aug.
Tijbodas	JAVA	2nd half July	JAPAN	1st half Aug.
Tijmah	JAVA	2nd half July	JAPAN	1st half Aug.
Tijlwoong	JAPAN	2nd half July	JAVA	1st half Aug.
Tijmanoeek	JAVA	1st half Aug.	SHAI	2nd half Aug.
Tijlatjap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L. For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Shinyo Maru	22,000 - 21 knots	Tues., 14th July.
Chyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru	11,000 - 18 knots	Tues., 8th Sept.

Steamers via Shanghai will be despatched at noon. Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.
Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	4th July.	10th July, 10 a.m.
Aidenham	1st Aug.	28th July.
Empire	22nd Aug.	28th Aug.
St. Albans		18th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	J. W. Evans	SATUR., 11th July at 2 p.m.
Haiyang	A. E. Hodgins	TUESDAY, 14th July at 11 a.m.
Haiching	W. O. Passmore	FRIDAY, 17th July at 11 a.m.

FOR SWATOW.

Halmun, J. A. H. Stewart, WED., 15th July at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

LOG BOOK.

Wireless Fog Guns.

According to the Daily Telegraph, the Marconi wireless control apparatus installed by the Clyde Lighthouse Trust at Gourrock, from which signals are operated at Fort Matilda and on a buoy in the fairway, is said to be working well. The apparatus has been combined with the Stevenson Moyes automatic acetylene fog gun. This has been erected on an isolated beacon in mid-sea, and has not only been left unattended for weeks on end but has during this time been exposed to all weathers and to the "jamming" from strong wireless signals received from ships passing close at hand. The tests have been in every way satisfactory, the gun, when the wireless control is switched on in the coastguard station where the transmitting apparatus is set up, firing at intervals of about 20 seconds and giving both a loud report and a brilliant flash. There is a sufficient supply of acetylene gas in the "gun" to allow of continuous firing, at the rate of three flashes and reports per minute, for from two to three weeks. It is expected that these apparatus with slight adaptations will be utilised for mine and railway work, for blasting purposes.

German Shipping in Eastern Waters.

It has been pointed out, on occasions when the tonnage of the harbour has been referred to, that, of foreign nationalities, Germany easily heads the list, both in the tonnage represented by that country in Colombo harbour and also in the number of ships belonging to her passing through the port. Below are published both the tonnage figures of German steamers represented in harbour during the past four years and also the number of vessels belonging to the country which called during that period. The expansion of Germany's trade with the East has no doubt increased considerably during the past few years, and this will be seen at a glance from the published figures. The increase in tonnage between 1910 and 1913 is about 112,000, and this at the present ratio of expansion will make it impossible for her rivals to come within measurable reach of her. While it is said of Kaiser Wilhelm II. that he is the creator of the German Navy, it may with equal truth be remarked that he is the guardian of the German Mercantile Marine, while it has been remarked of His Majesty that he exhibits quite as much enthusiasm at the launch of a mammoth Trans-Atlantic liner as he ever does at a like ceremony in which an armour-clad figure. While Germany is forging ahead not only in rapidity of construction, she is showing remarkable thought and care in the construction of vessels, these being perfectly adapted for their purpose. In cargo carriers built within recent times it is noticeable that the construction is of the highest order, while there is the embodiment of the latest time-saving appliances and the maximum amount of cargo capacity. The remarkable growth of the Harco and the Hamburg-Amerika fleets is an indication of the growth of the entire Mercantile Marine. Below will be found the tonnage and number of vessels which called at the port of Colombo each month in 1910 and 1913.

	Tonnage 1910.	1913.
January	86,394	79,915
February	93,664	93,978
March	80,213	106,093
April	109,451	92,248
May	94,643	120,331
June	88,630	93,877
July	76,769	101,897
August	97,011	101,813
September	71,950	90,551
October	94,651	84,647
November	72,802	92,747
December	79,293	95,132

1,041,971 1,156,057

For a good solid meal at a la Carte or Table d'Hôte with Wines & Liqueurs of the Best.

ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI & Tsingtau	Esang	Sat., 11th July at noon
S'PORE, S'bay & S'rang	Chunsang	Sat., 11th July at 2 p.m.
MANILA	Yensang	Sat., 11th July at 2 p.m.
TIENTSIN	Chensang	Tues., 14th July at 10 a.m.
S'hai, Kobe & Moji	Laisang	Tues., 14th July at noon
S'PORE, P'ang & C'outa	Kutsang	Wed., 15th July at noon
MANILA	Loongsang	Sat., 18th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatching" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage.

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Ruthven	19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA, V'VER, S'TLE, TACOMA & P'LAND	Den of Airle	10th August.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

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THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, S'LVORS & REPAIRERS, BOILERMAKERS, FORGMASERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

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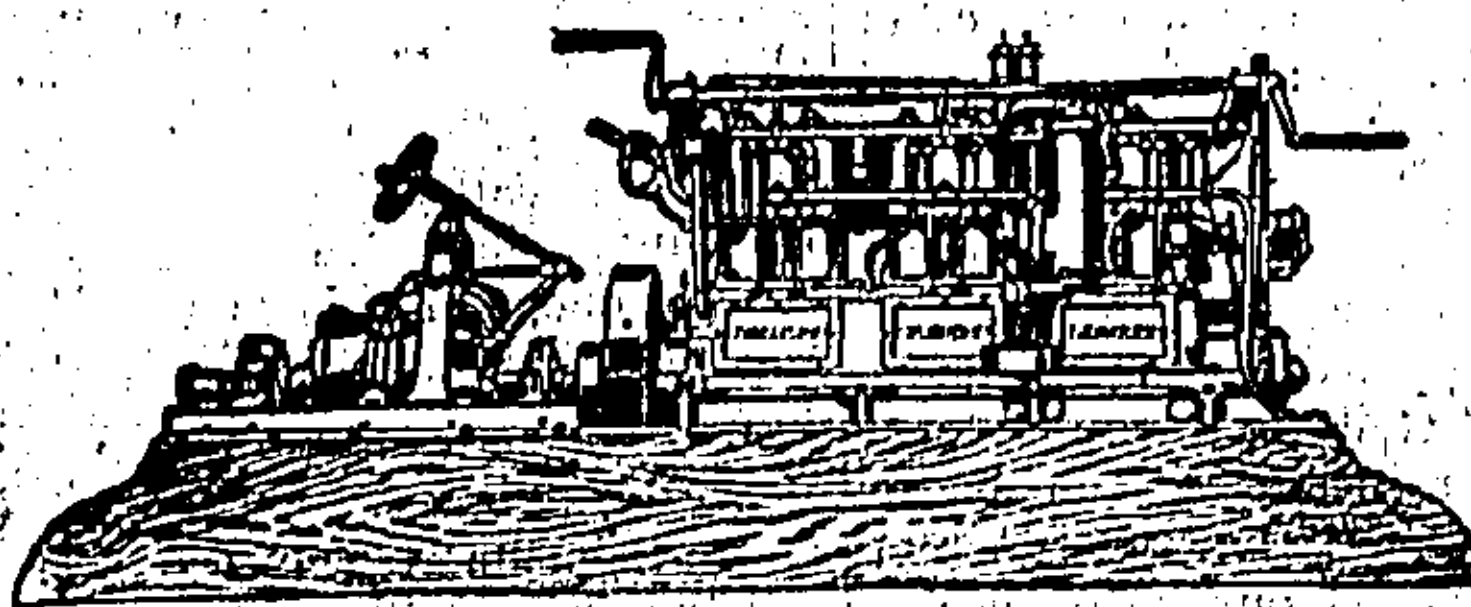
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

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CRAFT OF EVERY DESCRIPTION.

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VEHICLES, etc.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
H'ro, R'dam, H'burg, A'werp &c.	Goldenfels	H. A. L.	12, July
Marseilles via Saigon, S'pore, Colombo, Port Said	Chili	M. M.	14, July
Trieste, Venice via Straits, etc.	Koerber	S. W. Co.	15, July
Marseilles via Ports	Kitano M.	N. Y. K.	15, July
Havre, R'dam, & H'burg	Emden	H. A. L.	18, July
Glasgow and Rotterdam	Glenetree	S. T. Co.	18, July
London, via Usual Ports of Call	Assaye	P. & O.	18, July
M'les, Havre, Bremen & H'burg	Prousson	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
Genoa, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atrous	B. & S.	20, July
London & A'werp via S'pore etc.	Nagoya	P. & O.	22, July
Hamburg	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	29, July
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
Havre & Hamburg &c.	M'komannia	H. A. L.	5, Aug.
T'te, Fiume V'ce, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Flavia	H. A. L.	7, Aug.
M'les, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	Persia	P. M. Co.	11, July
San Francisco, via Shanghai &c.	Shinyo M.	K. K.	14, July
San F'co via S'hai &c.	Nippon M.	K. K.	14, July
V'n, B.C. S'tle via K'lung, S'hai &c.	Shidzuoka M.	Y. K.	14, July
Boston & New York	M. Castle	& Co.	16, July
San Francisco & San Pedro	Bessie Dollar	R. D. Co.	18, July
V'toria, B.C., & T'may via S'hai &c.	Canada M.	O. S. K.	22, July
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Korea	P. M. Co.	23, July
Boston & New York	Indrakula	J. M. Co.	27, July
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Chiyo M.	T. K. K.	4, Aug.
Boston and New York via Ports, and Suez Canal	Royal	A. K. & Co.	5, Aug.
V'toria, Tacoma, Seattle etc.	Toucer	B. & S.	5, Aug.
Victoria, Vancouver, Seattle, Tacoma & Portland	Den of Airle	J. M. Co.	10, Aug.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tonyo M.	T. K. K.	25, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Vancouver via S'hai, Japan etc.	Montevia	C. P. R.	9, Sept.
Victoria, V'ver, S'tle & P'land (Or.)	Belgravia	H. A. L.	17, Sept.
V'toria, V'ver, S'tle & P'land (Or.)	Brassilia	H. A. L.	12, Oct.

AUSTRALIA.

Australian Ports via Manila	P. Sigismund M. Co.	11, July
Australian Ports via Manila	Nikko M. N. Y. K.	29, July

SINGAPORE, COAST PORTS AND JAPAN

Manila	Yuensang	J. M. Co.	11, July
S'pore, P'ang, R'goon & C'outa	Kawachi M.	N. Y. K.	11, July
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	11, July
Shanghai & Tsingtau	Chennan	B. & S.	11, July
Kobe and Moji	Dilwara	D. S. Co.	11, July
S'tow, W'wei, C'foo & T'sin	Huichow	B. & S.	11, July
Jesselton, Kudat and Sandakan	Borneo	M. Co.	12, July
Tamsui via Swatow and Amoy	Dajin M.	O. S. K.	12, July
Shanghai, Kobe & Y'hama	M. M.	M. M.	13, July
Swatow, Amoy and Poochow	Haiyang	D. L. Co.	14, July
Manila, Cebu and Iloilo	Taming	B. & S.	14, July
Tientsin	C'shing	J. M. Co.	14, July
Kobe and Yokohama	Katori M.	N. Y. K.	15, July
Singapore, Penang and Calcutta	Kutsang	J. M. Co.	15, July
Shanghai, Kobe and Moji	Devanah	P. & O.	16, July
Shanghai, Kobe and Yokohama	Lairng	J. M. Co.	16, July
Shanghai, Moji and Kobe	Senegambia	H. A. L.	17, July
Manila	Colombo M.	N. Y. K.	17, July
Shanghai and Tsingtau	Loongsang	J. M. Co.	18, July
Nagasaki, Kobe and Yokohama	Yingchow	B. & S.	18, July
Kobe	Goettingen	M. & Co.	19, July
Manila	P. Waldemar	M. & Co.	21, July
Shanghai, Kobe and Yokohama	Colombo M.	N. Y. K.	22, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	1, Aug.
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	S. W. Co.	1, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	S'thonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liboria	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c.	Tjibodas	J.C.J. L.	Q. desp.
Japan	Tjilatap	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.

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MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO MORROW.

For	Vessel
Philippine Is.	Antiochus
Straits	Yangtze
Shanghai	Nile
Shanghai	Esang
Australia	Esterna
Japan	Taiyuan
India	Dilwara
America	Kawachi Maru
Philippine Is.	Persia
Sourabaya	Yuensang
Poochow	Chunsang
Australia	Haitan
Bangkok	P. Sigismund
Philippine Is.	Samsen
Tientsin	Rubi
Shanghai	Huichow
	Chennan

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Shanghai	Foiching

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama at 4 p.m. July 9, and is due to arrive at Kobe at 4 p.m. on July 10.

The C. P. R. s.s. MONTEAGLE left Moji at 5 p.m. on July 7, and was due to arrive at Kobe at noon on July 9.

AMERICAN MAIL.

The F. M. s.s. PERSIA will be despatched from this port at 12 o'clock noon on Saturday, July 11, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

The F. M. s.s. SIBERIA will leave Hongkong on Sunday Aug. 2nd at 1 p.m. instead of Tuesday August 4.

The F. M. s.s. KOREA carrying the United States mail, left Yokohama for Hongkong, via Japan Ports, on July 8, and is expected to arrive at Hongkong on July 12.

MERCHANT STEAMERS.

The I. C. S. N. s.s. KUTSANG left Moji on the 8th inst. and is due at Hongkong on the 13th inst.

The I. C. S. N. s.s. SUISENG left Geraldton on the 26th ult. and is due at Hongkong on the 15th inst.

The I. C. S. N. s.s. LA'YANG left Singapore on the 4th inst. and is due at Hongkong on the 11th inst.

The I. C. S. N. s.s. FOOKSANG left Calcutta on the 30th ult. and is due at Hongkong on the 16th inst.

The I. C. S. N. s.s. MAUSANG left Jolo the 7th inst. and is due at Hongkong the 13th inst.

The I. C. S. N. s.s. CHOYANG left Shanghai on the 8th inst. and is due at Hongkong on the 13th inst.

The S. L. s.s. DEN OF AIRLIE left London on the 20th ult. and is due at Hongkong on the 8th inst.

The S. L. s.s. DEN OF RUTHVEN from the Pacific Coast is due here on the 15th July.

The I. L. s.s. INVERLYDE from New York passed the Canal on the 23rd June, and is due at Hongkong on the 19th July.

The S. S. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The S. S. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

TIDE TABLE.

6th July, to 12th July, 1914.

Day	High Water	Low Water
Mon. 6	7 31	5 44
Tues. 7	8 12	6 25
Wed. 8	9 0	7 13
Thurs. 9	9 55	8 0
Fri. 10	10 55	8 55
Sat. 11	11 55	9 55
Sun. 12	12 55	10 55

VESSELS IN PORT.

Steamers.	Ships.
Bourbon, Fr. s.s. 997, Levar Naut, 29th ult.—Saigon, Gen.—Chinese.	Taiyuan, Br. s.s. 2,000, P. W. Grierson, 5th inst.—Australia, Gen.—B. & S.
Saxon Monarch, Br. s.s. 3,624, A. Walker 26th ult.—Philadelphia, Cassell—S. O. Co.	Tjitaroom, Dut. s.s. 3,444, J. N. Bonman 5th inst.—Batavia, 26th ult. Sugar & Gen.—J. O. J. L.
Seangchoon, Br. s.s. 3,322, V. Graves, 26th ult.—Singapore, 25th ult., Gen.—Chinese.	Dilwara, Br. s.s. 3,460, G. W. Ramage, 7th inst.—Calcutta, 20th ult., Gen.—D. B. & Co.
Rajatan, Ger. s.s. 1,189, C. Wolff, 28th ult.—Bangkok, 19th ult., Rice—B. and S.	Eastern, Br. s.s. 2,272, F. Carter, 7th inst.—Kobe, 1st inst., Gen.—G. L. & Co.
Telemaque, Br. s.s. 1,350, A. Fraser, 28th ult.—Saigon, 24th ult., Rice—Chinese.	Foosang, s.s. 1,423, H. Alcock, 7th inst.—Halibong, 5th inst., Coal—J. M. & Co.
Kolya, Br. s.s. 1,168, F. J. Pooley, 29th June—Manila, 26th June, Ballas.	Hopsang, Br. s.s. 1,377, C. A. Robertson, 6th inst.—Moji, 3rd inst., Coal—J. M. & Co.
Bondoran, Br. s.s. 2,585, D. E. Calley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.	Rhesus, Br. s.s. 4,295, James Inkster, 7th inst.—Shanghai, 4th inst., Gen.—B. & S.
Wongkai, Ger. s.s. 1,115, H. Oltmanns, 3rd inst.—Bangkok, 25th ult. Rice—M. & Co.	Rubi, Am. s.s. 1,408, J. Miller, 7th inst.—Manila, 4th Gen.—S. T. & Co.
Wimbleton, 2,436, J. Cantell, 2nd inst.—Chingwangtao, 25th ult., Coal—D. & Co.	Yuensang, Br. s.s. 1,125, B. H. Rolfe, 7th inst.—Manila, Gen.—J. M. & Co.
Persia, Br. s.s. 2,744, J. Hill, 2nd inst.—San Francisco, 2nd ult., Gen.—P. M. Co.	Devawongse, Br. s.s. 1,047, G. W. Shearer, 8th inst.—Saigon, 4th inst., Rice—A. Brno.
Kjeld, Norw. s.s. 210, Hellesio, 4th inst.—Bangkok, 27th ult., Rice—Chinese.	Halden, Norw. s.s. 1,065, J. Jorgensen, 8th inst.—Java, Sugar & Gen.—J. O. J. L.
Aldenhur, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst., Gen.—G. L. & Co.	Helene, Ger. s.s. 771, Jenson, 8th inst.—Hohow, 7th inst., Gen.—J. & Co.
Tamon Maru, Jap. s.s. 1,842, J. Kasai, 4th inst.—Saigon, Rice—Sun Wah.	Indraghiri, Br. s.s. 3,600, Wm. Charters, 7th inst.—Singapore, 1st inst., Gen.—J. M. & Co.
Antiochus, Br. s.s. 3,800, G. A. Flynn, 5th inst.—Kuch-nou, 1st inst., Gen.—B. & S.	Kwongwai, Ger. s.s. 1,115, R. Peterson, 7th inst.—Bangkok, 29th ult., Rice—B. & S.
Borneo, Ger. s.s. 1,244, Joh Koehler, 6th inst.—Sandakan, 29th ult., Gen.—M. & Co.	Mark, Ger. s.s. 4,019, Loewe, 8th inst.—Singapore, 2nd inst., Gen.—M. & Co.
Laertes, Br. s.s. 1,340, A. Jenkyns, 5th inst.—Saigon, 30th ult., Rice & Gen.—Chinese.	Takada, Br. s.s. 3,960, 8th inst.—Moji, 4th inst., Gen.—D. B. & Co.
Proteslaus, Br. s.s. 6,118, A. Braithwaite, 5th inst.—Manila, 3rd inst., Gen.—B. & S.	Radoorshire, Br. s.s. 2,694, C. L. Wellins, 7th inst.—Shanghai, 3rd inst., Gen.—J. M. & Co.
	Haitan, Br. s.s. 1,183, J. W. Evans, 8th inst.—Swatow, 8th inst., Gen.—D. L. & Co.
	M. Joesab, Ger. s.s. 951, Jacobsen, 5th inst.—Swatow, 8th inst., Gen.—Chinese.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF
CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD

1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired. Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below. The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, JULY 10, 1914.

SPECIAL CABLE.

(From Our Own Correspondent.)

MURDER OF MRS. NEUMANN.

THREE CHINESE IN THE DOCK.

Police Confident that They are on Right Trail.

Shanghai. Received July 10.
Three Chinese, charged with the murder of Mrs. Neumann on January 23, have been arrested up country. The trial is proceeding in the Mixed Court to-day. The police are confident that they are on the right trail.

CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."]

STAR FERRY FARES.

[To the Editor of the Hongkong Telegraph.]

Sir,—Having read your special article on Fares and Families relative to Kowloon residents and the Star Ferry Co., I should like to say that the opening remarks of your correspondent, "What is a family? That may seem a curious question to ask, but apparently gives difficulty in Kowloon," etc. do not seem to me to be the question at issue at all. The question to my mind should be, what constitutes a family for a nine dollar ticket? The cost of a family ticket heretofore.

Whilst I agree that the limits and proportions of a family travelling on that nine dollar ticket should be clearly defined and limited to a reasonable number, I think there can be extremes both ways, and, no doubt, many families are of such extreme proportions as to cause the Ferry Company to look into the matter and make a definition, which they have done, but to my mind they have gone to the other extreme when they limit the number to be carried for the old fare of nine dollars to three persons.

An ideal family should consist of two parents, and a male and female offspring; therefore I think that were they to limit the nine dollar ticket to four persons instead of three it would be a more reasonable arrangement, and if the family did not consist of, as I have suggested, two parents and a male and female offspring, it should be the equivalent of these. For example, should one of the parents be dead, an extra child could be carried, or should there be only one offspring, an amah or a governess could be substituted to make up the four persons. This, I think, would be a very fair arrangement, and a scale such as proposed for extra members of a large family would not be objected to, provided the Ferry Company were somewhat liberal in the first instance, and which is very well counterbalanced by many persons living in Kowloon who have no family at all.

The Ferry Company have been very liberal when they allow children under six to travel free, no matter how many; but children under six are very little expense to their parents compared with older children who take the same sized boots and clothes as their parents do and eat twice as much.

However, I myself have no cause to complain at the Ferry Company's action except that they have not been liberal enough on the scale of the old nine dollar ticket and I feel sure that, were

SENATOR BAKHAP.

Leaves for Australia by S.S. Eastern.

Senator Bakhap, who has been making a lengthy stay in Hongkong and Kwangtung provinces, is leaving for Australia by the S.S. Eastern to take part in the electoral campaign, necessitated by the forthcoming double dissolution of the Houses of the Commonwealth Parliament. On the 6th. of this month Mr. Bakhap received cable advices intimating that he had been re-elected in the Liberal interest by the party organizations at the top of the poll as one of the six Liberal candidates for the six Senate seats for the State of Tasmania that will be rendered vacant by the double dissolution. This compliment of electing him and placing him at the head of the poll in his absence determined the Senator to leave for Australia at once in order to take part in the campaign work, and assist his party.

LEAGUE TENNIS.

Civil Service v. Kowloon "A."

The following will represent the Civil Service Club in this match on Saturday:—Messrs. J. R. Wood and R. E. Lindsell; F. A. Bidden and E. B. Reed; R. E. O. Bird and R. O. Barlow.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.50 a.m. to-day:—

Cyclone or Typhoon—E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

they to be a little more liberal. Those living in Kowloon would not complain.

I would like to add that this is not written with any view of benefit to myself, as I am not in Kowloon for long and have my own steam launch at my disposal at any time, but with a view to a fair and reasonable settlement of this vexatious matter.

Yours, etc.

"FAMILIAS"
Hongkong, July 10, 1914.

Gamblers Charged.

Fifteen men charged with gambling, two of whom also had to answer the charge of being keepers, appeared this morning at the Police Court and were remanded, the first two in bail of \$250 each and the others \$10 each.

BELGIAN BANK CASE.

Further Proceedings at Shanghai.

The adjourned hearing of the case against H. L. Beechey on charges of alleged fraud in connection with the promotion and establishment of the British and Belgian Bank, and with converting to his own use various sums of money placed on deposit, was continued on July 3, says the Shanghai Times.

F. D'Almeida, of the firm of Lowe, Bingham and Matthews, was recalled, and produced the bank's journal which was in accused's handwriting. Witness said he was not able to make any use of that journal, as he could not understand the entries. The first page began with April, 1913 and page 3 referred to June, 1912. In answer to Mr. Douglas as to whether the book gave the appearance of containing a record of transactions at the time or a book written up subsequently, witness said there was no doubt it was written up subsequently.

The disbursement book written up by Mr. Andersen, of the Horse Bazaar, was next produced, also the ledger. The latter was written up by the accused, and witnesses could make no use of it. Page 15 purported to be Macar's account, comprising a series of monthly entries of lump sums, and on November 6 "Transfer to G. D. Macar, suspense account Tls. 135.117."

Mr. Douglas—Practically the whole of the funds of the company are put down as "G. D. Macar, suspense account?" Witness replied in the affirmative.

Accused, witness said, signed something like Tls. 30,000 in comrade orders.

Mr. Douglas read comrade orders, mentioning Zee Koo washing company, boy, and repairs to boots. (Laughter.)

Mr. Douglas said an examination of some of the orders went to show that they were really for private expenses. One was \$804 advances, and in pencil "of salaries to Macar;" and then \$56 for boy's uniform, also \$122 for boy's uniforms, a third for washing and in brackets "office boys," three others were for the same washing company, and one for Ching Fong, the tailor, and last was "The Cook, \$17." A large number of the orders were for carriages.

Mr. Douglas—You found lump sums drawn by Beechey to the amount sometimes of \$800?

Witness—One amount was for \$1,200, for salaries, for which there were no vouchers.

Mr. Douglas then handed in the counterfoils of Macar's cheque book with the R.A. Bank, and said that on those counterfoils entries such as these were found: "Astor House Dinner, Macar, General expenses, Tls. 151.31," and "A—J—M, Tls. 50."

Witness repeated that a sum of Tls. 1,250 was paid into the bank's account in the Hongkong Bank. Only one cheque was drawn on this account for Tls. 400, which was returned by the Hongkong Bank unpaid "for reasons given to the Secretary."

Mr. Douglas: That is put in as being the only attempt to draw the only monies in the name of the British and Belgian Bank. Enquiries had been made of, and letters received from, the R. A. and Hongkong Banks as to Macar's account. The balance at present to his credit in the R. A. Bank was Tls. 30.59 and in the Hongkong Bank Tls. 63.39.

Cross-examined by the accused, witness said he saw two and perhaps three copies of the projected prospectus. Only two books were kept by Mr. Andersen, who was paid a cheque by Mr. Macar.

Accused: You say you could not understand the ledger which I kept. Will you tell me if the headings in the disbursement book, kept by Mr. Andersen, are not the same as in the ledger? Witness: That is so. I did

not know Mr. Andersen guaranteed the system of books which he kept.

Accused: Do you know that I balanced my salary account with Mr. Macar?

Witness: No.

Accused, answering his Worship, said he accounted for all the money drawn by him to Mr. Macar. (To witness.) Did you notice that even people handling petty cash accounted for same to Mr. Macar?

Witness: I think Mr. Vanderlet did.

Witness said he did not tell Mr. Douglas that he could account for the history of the bank step by step. His firm had the bank's papers about three months.

Accused: From looking at these things would you say that this bank was promoted and registered on dates on and after October 5, 1912?

His Worship—What do you refer to?

Accused: To the charge. The question is whether a bank can be born in five months, or whether "promotion" takes a few months or many months.

His Worship: If the charge is wrong the prosecution can alter it. They are not bound to that particular date.

Accused said he would be able to prove that he was not in Shanghai at some of the times referred to.

Further questioned by accused, witness said he could not find any record of the two deposit amounts for \$5,000 and Tls. 4,000 having been paid out by the bank. As a matter of fact Baron Macar told him that they were not paid, or rather that they were not paid in cash.

His Worship:—Was Beechey present when Baron Macar stated this?

Witness:—I am not sure, but I can verify the statement by referring to my diary.

Mr. Douglas said he knew an arrangement of some sort was come to with the Chinese, who in either case left a considerable sum of money unaccounted for. It was for Macar and Beechey to prove that the money was not misappropriated, and that it was there when required.

Accused (to witness)—Do you remember at the public examination how Mr. Douglas and Mr. Macar had pencils, and discovered that they had enough money to pay off the debts?

Witness: No.

Accused: That there were Tls. 3,000 or Tls. 4,000 in Mr. Macar's private banking accounts, Tls. 1,200 in the Company's Bank account, Tls. 2,000 or Tls. 3,000 in the strong room, and there was still a further sum of Tls. 3,000 owing by the comrade?

Witness: I said there were Tls. 3,000 in the two banks. The comrade absconded about October with something like Tls. 3,000.

Mr. Douglas: I don't think that is quite correct.

Accused: The comrade could not have absconded in October, because he was still here in December.

Witness: He did not go to the bank in December.

Accused: Yes, he did, and he kept promising to pay to-morrow and to-morrow. He said he had the money at short call.

Mr. Douglas: The comrade evidently absconded with his own money. At the public examination Baron Macar was unable to give an explanation of the matter.

Accused (to witness): Can you say the expenses for October, November and December were paid from the strong room, the same as in September?

Witness: I believe the December expenses were paid to Vanderlet, and Mr. Macar gave him a cheque for Tls. 1,000. That was taken out of the Hongkong and Shanghai Bank.

Accused: Can you not say that there were Tls. 3,000 or Tls.

4,000 in hand, in cash, in October?

Witness: The September and October expenses were paid by the comrade—only to the end of October.

Accused: Up to the end of October Baron Macar drew Tls. 2,000 out of the strong room?

Witness: He drew the whole lot. He took everything out of the strong room and did not account for it.

Further questioned by accused, witness said there was a sum of \$2,033.52 in the strong room at the end of October. This was debited to Macar's account and he had to account for it. Witness could not trace it in any of the books of the company.

Accused: Regarding the washing company comrade orders, did you not find out that the boys had white suits?—No.

Accused: Did you not see these things mentioned in the auctioneer's bill?—No.

Accused: As a matter of fact I saw these things kicking about Noel, Murray's about two weeks after the sale.

Witness admitted finding accounts with Whiteway Laidlaw and Ching Fong, the tailor, for the making up of the suits, referred to.

The only other witness called was Richard Maxwell Saker, a shareholder in Messrs. Atkinson and Dallas, who stated that in November last year certain Chinese asked his assistance in reference to certain business with the British and Belgian Bank. They brought with them two deposit receipts, and said they had been to the British and Belgian Bank and could not collect their money, also that they had been asked to renew their deposits, but had refused.

Witness suggested that the only way he could help them was for them to make an endorsement on the back of the receipts and for him to go round and see the people. The deposit receipts were accordingly endorsed with a transfer to Atkinson and Dallas, Ltd. The day before the deposits were due witness went round to the Belgian Bank and saw the Secretary. The latter asked him to wait while he saw Baron Macar, and afterwards came back saying that Baron Macar would see him.

Witness went upstairs with the deposit receipts and had a long conversation with Baron Macar, who told him that they had not got the money and that the deposits could not be met. Then he started to go into the reason why the thing had been a failure, and witness said he was too busy to hear what had happened. Witness took the receipts away and subsequently handed them back to the Chinese.

Replying to accused, witness said he went on November 18. The deposits were due for payment on the 19th. He could not say that application was made for payment on the due date.

His Worship:—The witness had been told the day before that they could not be met.

Witness—I think it was rather aimless of Baron Macar to tell that.

No further evidence being available the case was adjourned until Tuesday, his Worship reminding accused that the point as to the admissibility of his evidence at the Public Examination would be argued before the higher court on Monday.

Accused said the prosecution had already duplicated every bit of evidence given at the Public Examination and brought it forward through the witness, (Mr. d'Almeida.)

His Worship:—Look here, Beechey, you must realise that this is a serious position that you are in, and if I were you I should not treat this matter in the lighthearted way in which you treat it. Do treat it more seriously for your own sake.

The case was then adjourned until July 7.

INDIAN NEWS.

The Crops.

The crop reports for the week ending June 6th show that more or less general rain fell in all provinces and the preparation of lands for and sowing of the autumn crops, are going on.

Architectural Scholarships.

The three scholarships (each of the value of Rs. 100 per month) for training in architecture at the office of the Consulting Architect to the Government of Bombay, sanctioned in the Government of India resolution of 10th September, have been awarded to Messrs. S. M. Subrahmanym of Madras, Ganesh Chandra of Chandra Bengal, and B. L. Dhana of Jaipore State.

Railway Extension in Eastern Bengal.

The Government of India are about to address the Secretary of State in regard to the grant of a concession for the formation of a branch line company for the construction of a railway from Mymensingh to Bhairabazar with branches to Bagmara at the foot of the Garo Hills and to Natraona. It is understood that the working of this line will be entrusted to the Assam-Bengal Railway.

Aerodrome at Sitapur.

Allahabad June 18th.—The construction of an Aerodrome at Sitapur is being proceeded with and it is hoped it will be completed about the middle of the next cold weather. Regular flights are being made at present and so far there have been no accidents of any but a minor nature. The greatest difficulty experienced is in finding suitable landing places as the country is very uneven especially in irrigated portions.

Famine Reports.

The following are the reports from the famine areas:—United Provinces. Number of persons on relief works 67,058, on gratuitous relief 78,837, total 145,943, which is 11,117 less than the previous week. Rain has fallen throughout the distressed area. The distress is increasing in the famine and scarcity areas, but the numbers on relief have fallen. The Central Provinces:—Number on relief works is nil; on gratuitous relief 9,837. The increase under gratuitous relief is due to greater liberality to village watchmen. The numbers on ordinary works are falling as people are returning to agricultural operations.

Boon for Pensioners.

The Government of India have now decided that in the case of pensioners, whether civil or military, who receive pensions at a rate of less than Rs. 83-5-4, per mensem, no deduction on account of income tax shall be made by the officer disbursing the pension merely because in any particular month the amount actually drawn on account of the pension exceeds that limit.

Railway Surveys.

Simla, June 12.—The Railway Board have sanctioned detailed surveys being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for the following lines of railways on the 2 feet 6 inch gauge, viz.—from Meerut to Roorkee a distance of about 78 miles; (2) from Meerut to Gurumuktesar, a distance of about 28 miles.

The Board has also sanctioned a detailed survey being carried out by the Madras and Southern Mahratta Railway Company for a line of railway on the metre gauge from Hotgi Junction station to Sholapur, a distance of 10-25 miles and a partial resurvey, being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for a line of railway on the 2 feet 6 inch gauge from Swabi to Charsadda via Mardan, a station on the Howahra Dargal Railway, a total distance of 48-05 miles.

OVER 1,000 BAGS SHORT.

A Flour Merchant's Considerable Loss.

Two Chinese were charged at the Police Court this morning, with stealing, or receiving, a quantity of flour, well knowing the same to have been stolen.

Mr. Stokes, of Messrs. Dacon, Locker, Dacon and Harston, appeared for the prosecution, and Mr. E. M. Tezer for the defence.

Mr. Dunbar, a flour merchant, gave evidence to the effect that he had had consigned by the S.S. Empress of Russia, 5,300 bags of flour, and there had been a shortage of 1,118 bags. Witness said that such a thing had not happened for twenty years. The boat taking delivery of the flour had been overloaded and some of it had been sunk in the harbour through a sling breaking. Probably junks had recovered it and possibly these people had bought from them.

Mr. Dunbar explained that the importance of the case lay in the number of bags which were missing. He would like to get hold of the junk which had picked up the flour.

A remand was ordered for a week to allow enquiries to be made as to the whereabouts of the junk, bail being reduced from \$500 to \$200 each.

A TASTE IN GOLD.

Charge of Unlawful Possession.

This morning at the Police Court a Chinese was charged with being in unlawful possession of a gold necklace the property of Sister Kelsey of the Peak Hospital.

It appears that the man is alleged to have pawned the necklace at a shop in Cross Street, Wanchai, and later attempted to pawn a gold watch and chain which is thought to be the property of Lady May. The case was remanded this morning to allow the Police to make further enquiries.

GENERAL

BARNARDISTON.

General Cooper's Successor at Tientsin.

No exception, says Truth, can be taken to the appointment of Colonel N. W. Barnardiston to succeed Brigadier-General Cooper at Tientsin in command of the troops in North China. General Barnardiston, as he will soon be, graduated as a regimental officer in the 2nd Battalion Middlesex Regiment, of which he was adjutant, and afterwards second-in-command. During the Boer War he temporarily commanded his battalion for a few months as major, afterwards abandoning regimental for staff work, going first of all to Brussels as Military Attache, and then to Sandhurst as second-in-command of the college. He went to the War Office in 1910, and served four years in the Military Training Directorate, holding his post till February of this year, when he went on half-pay. If not a brilliant officer, he is a very reliable one, and this is what is wanted in a remote station in the Far East.

Landslip at Tai O.

The police at Tai O report a landslip near the police station and state that immediate attention is necessary, or a more serious one is likely to follow.

Police Recruits.

By the Nile yesterday, Messrs. Painting, Williams and Birch arrived in the Colony as recruits for the Hongkong Police Force.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, FRIDAY, JULY 10, 1914.

THE EMPRESS DISASTER.

DR. FRANCIS CLARK'S BROTHER AMONG SURVIVORS.

Went Down with the Liner but
was Rescued.

Yesterday's mail brought news to the Colony that a brother of Dr. Francis Clark was on board the Empress of Ireland when she went down in the St. Lawrence River, and that he had a most marvellous escape from death.

It appears that Mr. Clark was awakened by the noise of the Empress's siren, but on looking out of the port-hole he could see nothing amiss, and so returned to his bunk. A minute or so afterwards he felt himself slipping down in his berth, and feeling that something was wrong he hastily donned some clothing and went up on deck. It was evident by this time that a serious mishap had occurred, but Mr. Clark thought the passengers and crew would soon be taken off, and certainly did not think it possible for the liner to sink as rapidly as she did.

Without any warning, however, the huge liner gave a sudden lurch, and Mr. Clark sank with her. He turned over and over in the sea, but at last rose to the surface, where he was much buffeted about by the wreckage and surrounded by hundreds of drowning people. When he was almost exhausted (he weighs 16 stone), Mr. Clark managed to swim to a raft, and shouted to a man on it to come to his aid. This he did, and Mr. Clark was eventually pulled on to the raft. Immediately afterwards, a woman who had both her legs broken was helped on to the raft. She was suffering terribly, and she clung to Mr. Clark, saying "Oh, do not leave me." Mr. Clark made her as comfortable as was possible, and at length a ship came along and took the occupants of the raft on board. It was all over in half an hour, and the rescued people were taken to a French Canadian village and after some hours a train from Quebec took away all the survivors who were able to travel. Several of those who were rescued from the sea succumbed later.

Mr. Clark had to give evidence before leaving Quebec and also to view some 300 bodies for purposes of identification. His ordeal affected him greatly. When he landed in England he only had one suit of clothes and his watch. Naturally, he felt very thankful that his life was spared. He is still in the doctor's hands. It may be mentioned that Mr. Clark travelled from Montreal to Quebec, on the way to the Empress boat, with Mr. and Mrs. Laurence Irving, who as is known, lost their lives in the disaster.

Gymkhana Postponed.

We state on Page 4 that the third gymkhana takes place tomorrow. After the page went to press we were notified that the event has been postponed till the 18th inst.

CROWN RENT DISPUTE.

Basel Mission Sued by Colonial Treasurer.

This afternoon, in the Summary Court, before Mr. Justice Hazeland, the Colonial Treasurer sued the Basel Mission Society to recover the sum of \$1.50 for Crown rent.

Mr. F. M. Hodgson, Crown Solicitor, appeared for the plaintiff, and Mr. Norrington, of Mr. Brutton's office, for the defendants.

The case had been mentioned this morning when Mr. Norrington said that the defence was that the amount had been paid.

Addressing his Lordship, Mr. Norrington said that on the Crown Solicitor informing him that the receipt, which he was in possession of, was in respect to other property, his client was quite prepared to pay the amount claimed. There was some mistake, because the defendants had been landowners in Hongkong for some considerable time past. His client was the treasurer to the Society and was justly indignant that the name of the Society was thus brought into court. They received a notice for Crown rent and had paid the sum of \$203 odd.

Mr. Hodgson:—There has been no mistake at all and if there has been, it is on the part of the Basel Mission, not on the part of the Colonial Treasurer.

Mr. Norrington:—You will see on the receipt for \$203, "Kowloon Inland Lot No. 7, \$7. That list was received by my client and paid by him on June 4. That comprised all the property that he thought they were holding from the Government. He received no notice whatever other than that of issuing the writ.

Mr. Hodgson said that his friend was making statements without any proof at all.

Mr. Norrington:—I am prepared to call the defendant.

Mr. Hodgson:—He has written across this notice, "Does not belong to the Basel Mission." It is a notice for payment and that if the payment is not made within a certain time proceedings will be taken. The truth of the matter is that he does not know what the Basel Mission has or has not.

Mr. Norrington:—He certainly has received a notice for \$1.50 and has written on it, "Does not belong to the Basel Mission" and the writ was issued without any further notice. I think it is right that I should point out that a large sum was paid on June 4, five or six days after the notice, and it was then up to the Colonial Treasurer to tell us the amount was due and we would have paid it at once.

Judgment was given for the plaintiff.

Military Leave.

Major O. W. Davy, R.E., has been granted leave to the neighbouring countries from August 5 to October 20.

Medical Charge.

Captain F. H. Stewart, I.M.S., is placed in medical charge, 24th (Hazara) Mountain Battery, from June 16, 1914, inclusive, until further orders, vice Captain D. Arthur, I.M.S., proceeded to India with the 8th Rajputs.

HONGKONG & SHANGHAI BANK.

DIVIDEND OF £2.35 PER SHARE.

Bank not to Pay Income Tax.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:—

Dividend of £2.35 per share subject to deduction of Income Tax.
Add to the Silver Reserve Fund... \$350,000
Write off Bank Premises... \$400,000
And carry forward about... \$204,000.

It will be noted that instead of the Bank paying, as hitherto, the Income Tax on dividends, subject to the British Income Tax, the dividend has been increased by an amount sufficient to compensate the shareholder liable to this tax, while the other shareholders will benefit to the full extent of the increase in the dividend.

DIVERSIONS AT DINNER

Alleged Substitution of Prisoners

This afternoon at the Police Court fifteen men were charged with gambling at No. 1 Belcher's Street.

Mr. Leo D'Almada e Castro defended.

A Chinese constable deposed to having had warrants in respect of six houses. It was in the first house that the men were found. The men were arrested and Mr. D'Almada informed his Worship that the men were interested in a meal at the time, and after being bailed out returned to complete the courses.

There was a suggestion that the man appearing as the fifteenth prisoner was not the man arrested last night when the rail was made, and evidence to this effect was given by Sgt. Adlington and a Chinese constable. There was also something in the nature of a suspicion against the fourteenth.

The case was adjourned to have the matter settled.

Drowned Body Found.

The body of a man who was drowned in attempting to jump from the On Lee to the wharf, has been found in the Harbour and taken to the Kowloon mortuary.

Latest Advertisements.

The s.s. Salamis leaves for South African ports on the 24th inst.—Page 5.

Consignees' notices are issued regarding the Takada and the Laisang.—Page 5.

The s.s. Dilwara leaves for Japan on the 14th inst.—Page 5.
No. 3, Seymour Terrace is advertised to let.—Page 5.

MARKET PRICES.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Moi Lung Pa	... lb.	12
" Corned,—Ham Ngau Yuk	... ..	" 20
" Roast,—Shiu	... ..	" 22
" Breast,—Ngau Lam	... ..	" 18
" Soup,—Tong Yuk	... ..	" 18
" Steak,—Ngau Yuk Pa	... ..	" 22
" do.—Sirloin Ngau Lau	... ..	" 35
" Sausages,—Ngau Chaung	... ..	" 20
Bullock's Brains—, Know	... per set	12
" Tongue fresh,—Nga Li	... each	60
" Corned,—Ham Ngau Li	... ..	" 0
" Head,—Ngau Tau	... ..	" \$1.20
" Heart,—Ngau Sum	... ..	" 14
" Hump, Salt,—Ngau Kin	... ..	" 24
" Feet,—Ngau Kaski	... ..	" 8
" Kidneys,—Ngau Yiu	... ..	" 12
" Tail,—Ngu Mei	... ..	" 12
" Liver,—Ngau Kon	... ..	" lb. 22
" Tripe (undressed),—Ngau To	... ..	" 7
Calves' Head & Feet,—Ngau-chai-tau-kark	... set	\$13
Mutton Chop,—Young Pai Kwat	... lb.	25
" Leg,—Young Poi	... ..	" 25
" Shoulder,—Young Shau	... ..	" 24
Pigs Chittlings,—Chu Chong	... ..	" 27
" Brains,—Chu Know	... per set	2
" Feet,—Chu Kark	... ..	" lb. 12
" Fry,—Chu Ohak	... ..	" 3
" Head,—Chu Tau	... ..	" 17
" Heart,—Chu Sum	... ..	" each 10
" Kidneys,—Chu Yiu	... ..	" pair 8
" Liver,—Chu Con	... ..	" lb 2
Pork, Chop,—Chu Pai Kwat	... ..	" 23
" Corned,—Ham Chu Yuk	... ..	" 27
" Leg,—Chu Po	... ..	" 27
" Fat or Lard,—Oht Yau	... ..	" —
Sheep Head and Feet,—Tau Kark	... set	8
" Heart,—Young Sum	... ..	" each 10
" Kidneys,—Young Yiu	... ..	" 12
" Liver,—Young Con	... ..	" lb. 2
Sucking Pigs, To Order—Chu Cha	... ..	" 1
Suet, Beef—Sang Ngau Yau	... ..	" 2
" Mutton,—Sang Young Yau	... ..	" 2
" Veal,—Ngau Chai Yuk	... ..	" 2
" Sausages,—Ngau Chai Chaung	... ..	" 1

POULTRY:

Chicken,—Kai Chai	...	...	...	lb	3
Capons, Large, Small,—Sin Kai	...	...	...	...	3
Ducks,—Ap	...	...	...	...	2
Doves,—Pan Kau	...	...	...	...	2
Eggs. Hen—Kai Tan	...	...	...	per doz	2
Fowls, Canton,—Kai	...	...	...	lb	3
Hainan,—Hoi Nam Kai	...	...	...	...	3
Jesse,—Ngo	...	...	...	...	2
Jesse, Wild S'hai,—Shang-ho Yea Ngo	...	...	...	...	—
Musk Deer,—Wong Keng	...	...	...	each	—
Hare, Shanghai,—T'u Chai	...	...	...	...	—
Partridge,—Che Khoo	...	...	...	...	—
Pheasant,—Shan Kai	...	...	...	pair	\$
Pigeons, Canton,—Pak Kup	...	...	...	each	3
Hoihow,—Hoi How Pak Kup,	...	...	...	...	2
Quail,—Um-Chun	...	...	...	...	—
Rice Birds,—Wo Fa Cheuk	...	...	...	dozen	—
Snake,—Sa-Choy	...	...	...	each	—
Turkeys, Cook,—Phor Kai Kung	...	...	...	lb.	6
Hen, Na	...	...	...	...	4
Wild Ducks, S'hai,—Shang hoi Sui Ap	...	...	...	\$	—
,—Sui Ap Chai,	...	...	...	...	—
d Ducks Canton,—Sang-Shing Sui Ap	...	...	...	\$	—

FISH

Barbel,—Ka Yu	...	...	...	...	...	1b
Bream,—Bin Yu	...	...	...	...	...	1
Canton Fresh Water Fish,—Hoi Sin	...	...	...	...	...	1
Carp,—Li Yu	...	...	...	...	...	1
Catfish,—Chik Yu	...	...	...	...	...	1
Codfish,—Man Yu	...	...	...	...	...	1
Crabs,—Hai	...	...	...	...	...	2
Cuttle Fish,—Muk Yu	...	...	...	...	...	1
Dab,—Sa Mang Yu	...	...	...	...	...	1
Dace,—Wong Mei Lun	...	...	...	...	...	1
Dog Fish—Tit Tu Sa	...	...	...	...	...	1
Eels, Conger,—Hoi Mann	...	...	...	...	...	1
" Fresh water,—Tam Sin Yu	...	...	...	...	...	1
Eels, Yellow,—Wong Sin	...	...	...	...	...	3
Frogs,—Tien Kai	...	...	...	...	...	2
Garoupa,—Sek Pan...	...	...	...	...	...	4
Gudgeon,—Fak Kup Yu	...	...	...	...	...	1
Herrings,—Tao Pak...	...	...	...	...	...	2
Halibut,—Cheung Kwan Kup	...	...	...	...	...	2
Lebrus,—Wong Fa Yu	...	...	...	...	...	2
Loach,—Wu Yu	...	...	...	...	...	2
Lobsters,—Lung Ha	...	...	...	...	...	3
Mackerel,—Chi Yu	...	...	...	...	...	2
Monk Fish,—Mong Yu	...	...	...	...	...	2
Mullet,—Chai Yu	...	...	...	...	...	2
Oysters,—Sang Hoo	...	...	...	...	...	2
Parrotfish,—Kai Kang Yu	...	...	...	...	...	10
Perch,—Tan Lo	...	...	...	...	...	10
Pike,—Fa Paw Poong	...	...	...	...	...	10
Plaice,—Pan Yu	...	...	...	...	...	20
Pomfret, Black,—Hak Chong	...	...	...	...	...	35
Pomfret, White,—Fak Chong	...	...	...	...	...	45
Prawns,—Ming Ha	...	...	...	...	...	45
Ray,—Fal Fa Sa	...	...	...	...	...	1
Rook Fish,—Sek Ka Kung	...	...	...	...	...	1
Roach,—Chai Yu	...	...	...	...	...	1

FRUITS.

[illegible]

VEGETABLES, &c

什	Artichokes, Shanghai,—Sheung-hoi	Ah Chi	
仔	Cheuk		lb 6
生	Beans, (French), Macao,—Oh Moon Pin	Tau	15
雞	(French) Shanghai,—Sheung Hai	Pin	
南	Tau		—
雞	Sprout,—Ah Cho		8
蛋	Long,—Tau Ko		—
海	Root Root,—Hung Choi	Tau	each 6
上	Brinjals, Green,—Ching Yuen		8
黃	Red,—Hung Ker		10
野	Cabbage, Chinese, oom,—Kai Choy		10
雞	Cabbage Red,—Hung Yea Choy		—
即	Cabbage, Shanghai,—Yeh Oh		12
奶	Cane Shoots, burch,—Kau Shun		lb. 8
口	Cauliflower, large size,—Tai Yeh Cho	Fa	each —
日	Medium size,—Cheung Yeh Cho	Fa	—
三	Small size,—Sai Yen Choi	Fa	—
海	Carrots,—Kam Shun		lb. 6
菜	Celery, Chinese,—Tong Kan Choi		8
火	English,—Young Kan Choi		—
火	Chillies Dried,—Gon Lat Chiu		30
上	Red,—Hung Far Chin		20
海	Green,—Ching Lat Chiu		15
水	Curry Stuff, English,—Kar Lee Chu	Liu	10
水	Cucumbers,—Ching Kwa		2
叫	Bitter Squash,—Fu Kwa		8
仔	Garlic,—Que Tau		—
坡	Ginger, young,—Sun Tse Keung		—
水	old,—Lo Keung		0
叫	Horse Radish, Shanghai,—Lik Kan		10
仔	Indian Corn,—Suk Mai		each 15
坡	Lettuce,—Yeung Sang Choi		5
魚	Water Chesnuts,—Ma Tai		lb. —
局	Mandarin,—Kwai Lum Ma Tai		—
海	Mushrooms, Fresh,—Sang Cho Koo		30
魚	Mush Melon. Amer.—Kam-san Hong Kwa		each 6
赤	Okroos		lb 10
魚	Onions Bombay,—Yeung Chong Tau		6
要	Green,—Sang Chong		6
魚	Shanghai,—Shanghai Ohong Tau		—
電	Papaya, 1st qual,—Tai Man Sau Kua		each 66
沙	2nd Chung		—
孟	Paraley,—Kun Cho		8
魚	Green Peas,—Ching Tau		lb. —
魚	Potatoes, Sweet,—Fan Shu		3
魚	Shanghai,—Shaung-hoi Shu Tau		—
石	Japan,—Yut Pon Shu Tau		10
公	American,—Fa Ki Shu Tau		—
給	Poochow,—Foo-chow Shu Tsai		—
魚	Pumpkin,—Tong Kwa		3
海	Radish,—Hung Lo Pak Tsai		8
魚	Rhubarb (Fresh)—Tai Wong		3
魚	Sage,—Tao So		—
魚	Shallots,—Gon Chung Tau		4
魚	Spinach,—Yin Choi		5
魚	Tomatoes,—Fan Ker		10
魚	Taro,—Wu Tau		—
魚	Turn ip Funt, (Long)—Lo Pak		8
魚	English,—Yeung Lo Pak		8
魚	Vegetable Marrow,—Chit Kwa		5
魚	(American)—Kam-san Chit Kwa		5
魚	Water Cress,—Sai Yeung Cho		—
魚	Lily root,—Lin Ngau		10
魚	Yams,—Ta Shu		6

The prices necessarily vary from day to day and the Board has no power to compel stall holders to sell at the prices

1914.

HOTEL.

Band of the

Room at \$2.00

Plan of

in Office.

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Manager.

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ATRE.

500 Feet.

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NEES.

OF STEAM-

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CONSIGNEES.

COPE, etc.

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NE, MATHESON

CO., LTD.

Agents.

July, 1914.

CONSIGNEES

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From NEW YORK, via
SUEZ CANAL.

THE Steamship

"INDRAGHIRI"

having arrived from the above
ports. Consignees of cargo by her
are hereby informed that all
goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Limited,
whence, and/or from the wharves,
delivery may be obtained.

Goods not cleared by the 15th
July will be subject to rent.

All broken, chafed and damag-
ed packages are to be left in the
Godowns where they will be
examined on 14th July at 9 a.m.
Claims against the steamer must
be presented within 10 days of
arrival otherwise they will not
be recognized.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be count-
ersigned by:—
**JARDINE, MATHESON
& CO., LTD.**
Agents.
Hongkong, 8th July, 1914.

**THE ROYAL MAIL STEAM
PACKET COMPANY.**

THE Steamship

"RADNORSHIRE"

From PACIFIC COAST and
JAPAN.

The above Steamer having
arrived, Consignees of Cargo
are hereby notified to send
in their Bills of Lading for count-
ersignature, and to take im-
mediate delivery of cargo from
alongside.

Cargo impeding discharge or
remaining on board after 9 a.m.
9th inst. will be landed at Con-
signees' risk and expense and de-
livery must then be taken from the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown
Co., Ltd.

No Fire Insurance will be
effected.

No claim will be recognised
after the Goods have left the
Steamer or Godown, and all goods
remaining undelivered on 15th
July will be subject to rent and
landing charges.

All chafed and otherwise dam-
aged cargo must be left in Go-
down and examination of same
will be held on 14th July at 10
a.m.

All Claims must be presented
on or before 20th July otherwise
they will not be recognised.

**JARDINE, MATHESON
& CO., LTD.**
Agents.
Hongkong, July 8th, 1914.

TO SAIL

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd
For Glasgow & Rotterdam
The s.s. "GLENSTRAE"
(Capt. McGillivray) will be des-
patched for the above ports on or
about 18th July 1914.

Saloon fare Hongkong/Glas-
gow £40.

For freight or passage, apply
to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 18th June, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT		RISE OF TIDE	
			ORDINARY SPRING TIDES	SPRING TIDES	SPRING TIDES	NEAPS
KOWLOON						
No. 1 Dock, Kowloon	700'	(85' top 70' bottom)	20'	7' 6"		
No. 2 Dock, Kowloon	351'	24'	18' 6"	7' 6"		
No. 3 Dock, Kowloon	364'	18' 3"	14'	7' 6"		
Patent Slip, No. 1 Kowloon	240'	60'	12'	7' 6"		
Patent Slip, No. 2 Kowloon	250'	60'	12'	7' 6"		
TAI-KO-TSUI						
Commodore Dock	450'	85'	30'	7' 6"		
ABERDEEN						
Hore Dock	430'	84'	21'	5'		
Lambert Dock	223'	64'	18'	5'		

Please Address Enquiries to the Chief Manager;
R. M. DYER B.Sc. M.I.N. Kowloon Dock, Hongkong.

NOTICES

**DO YOU OWN
A
GRAMOPHONE?**

**IF SO, YOU KNOW WHAT
YOU HAVE TO PAY FOR
RECORDS AND WILL
APPRECIATE THE OP-
PORTUNITY OF BUYING
AT LOW PRICES. WE
HAVE JUST ISSUED A
SPECIAL LIST. SEND
IN FOR ONE!**

ROBINSON'S

BREWER & CO.

Pedder Street (Adjoining Hongkong Hotel Main Entrance)
Telephone No. 696.

THE PATHWAY, by Gertrude Page.....	\$1.75	THINGS ALL SCOUTS SHOULD KNOW.....	80ct.
GOLD, by Stewart Edward White.....	1.75	SCOUTING GAMES, by Lt.-Gen Sir R. Baden Powell.....	80ct.
THE HEIR TO THE THRONE, by A. W. Marchmont.....	1.75	SCOUTING FOR BOYS, by Lt.-Gen Sir R. Baden Powell.....	80ct.
FIREMEN HOT, by C. J. Cutcliffe Hyne.....	1.75	CARD TRICKS, by Professor Hoffmann.....	80ct.
THE RED VIRGIN, by J. Frederick Turner.....	1.75	DRAWING ROOM CONJURING, by Professor Hoffmann.....	80ct.
FRIVOLE, by Kate Horn.....	1.75	THREE MEN ON THE SUMMIT, by Jerome K. Jerome.....	80ct.
FULL SWING, by Frank Danby.....	1.75	FATAL FIBERS, by William Le Queux.....	80ct.
DODD THE SECOND, by E. F. Benson.....	1.75	THE STORY OF MY LIFE, by Evelyn Thaw.....	80ct.
TWO WOMEN, by Max Pemberton.....	1.75	THE RED SAINT, by Warwick Desping.....	80ct.

NEW SIXPENNY NOVELS 4 FOR \$1.00

**GUARD AGAINST
PLAGUE.**

The season is with us when the utmost care should be
taken to avoid infection.

IZAL

IS THE IDEAL DISINFECTANT.

The cost is insignificant in comparison with the
results. IZALISE the Home, the Office
the Workshop.

W. R. LOXLEY & CO.
Agents: YORK BUILDINGS.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

Telephone No. 20, Hongkong.

TO SAIL

THE "INDRA" LINE LTD.
For Boston & New York.
(with liberty to call at the
Malabar Coast)

THE Steamship
"INDRAKUALA."
Captain A. H. Smith, will be
despatched as above on Monday,
27th July.

This steamer has excellent
accommodation for a limited
number of saloon passengers.
For Freight & passage, apply
to

**JARDINE, MATHESON
& CO., LTD.**
Agents.
Telephone No. 215, Sub. Ex. No. 9
Hongkong 3rd July, 1914.

Regular Steamship Service

Proposed Sailing from Hongkong
For BOSTON & NEW YORK
S.S. "MUNCAS" on or about
16th July.

For Freight and further in-
formation apply to
DODWELL & CO., LTD.
Agents.
Hongkong, June 4th, 1914.

PUBLIC COMPANIES

THE STEAM LAUNDRY
Co., Ltd.

THE TWELFTH ORDINARY
GENERAL MEETING OF
Shareholders in the above COM-
PANY will be held at the Office
of Sir C. P. O'Hare, C.M.G., on
WEDNESDAY, the 15th July,
1914, at 12.30 p.m., for the purpose
of receiving the Report of the
Directors with a statement of
Accounts to the 31st May, 1914.
The Transfer Books of the
Company will be closed from 10th
July to 15th July, both days
inclusive.

C. BERNARD BROWN,
Acting Secretary.
Hongkong, 30th June, 1914.

NOTICES

**ASSOCIACAO PORTUGUEZA
DE SOCCORROS MUTUOS.**

CIRCULAR.

A pedido de um grupo de
Socios, a Assembleia Geral desta
Associacao convocada para a
proxima Quinta-feira, 9 de Julho
de 1914, as 6 horas da tarde no
Salao Luiz de Camoes, do Club
Lustano, fica adiada para a
Quinta-feira, 23 do corrente, no
mesmo local e a mesma hora.
Todas as alteracoes e propostas
que qualquer membro da nosa
Comunidade julgar de con-
veniencia para o melhoramento
dos Estatutos, poderao ser en-
viadas ao signatario desta, ate o
dia 20 do corrente, na certeza de
lhos sera dada a maxima con-
sideracao.

F. P. de V. SOARES,
Secretario.
Hongkong, 6 de julho de 1914

AMERICAN DENTISTRY
PORCELAIN-FILLINGS.
The Latest Improvements toward
Lasting Workmanship and Painless
Operations. No charge for examinations.
Fees moderate. Diploma, Tokyo.
Dr. T. YAMASAKI,
34, Queen's Road Central
(Corner of Flower Street.)
Telephone 1362.

NOTICE.

MR. Charles Alexander
Hooper has this day been
admitted a partner in our Firm
which will continue to be carried
on under the name of Johnson,
Stokes and Master.
**JOHNSON, STOKES
& MASTER.**
Hongkong, 1st July, 1914.

NOTICES

**HONGKONG GYMKHANA
CLUB.**

**THE THIRD GYMKHAN
MEETING of the Sea A**
will be held at Happy Valley on
Saturday, the 11th July, 1914,
commencing at 3.15 p.m.

The Charge for Admission will
be \$1.00 for others than Members
of the Hongkong Jockey Club or
Gymkhana Club.

Soldiers and Sailors in uniform
half price.
The Committee invite the
Ladies of Hongkong to be
present.
Hongkong, 8th July, 1914.

NOTICE.

**THE HONGKONG CENTRAL
ESTATE LTD.**
NOTICE is hereby given that
the Statutory Meeting
of Shareholders of this Company
will be held at the Offices of the
General Managers at NOON on
MONDAY 27th inst., instead of as
previously notified.

By Order,
A. SHELTON HOOPER,
Secretary to The Hong-
kong Land Investment
& Agency Company, Ltd.
General Managers.
Hongkong, 6th July, 1914.

MAN LOONG.

**FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.**

Factory at Yuenai.
OFFICE: No. 35, Des Voeux Road, W.
Telephone No. 477 & K. 12.
We are the leading Manufacturers in
this class of Goods. Our Fruit &
Gingers are all fresh and of the first pick.
Our Syrup is prepared from the best
quality of Sugar. We give our special
attention to our business and sanitary
arrangements.

BANKS

**INTERNATIONAL BANKING
CORPORATION.**

Head Office—40, Wall Street, New York
London Office—36, Bishopsgate, E.C.

BRANCHES:
Bombay Calcutta Canton
Cebu Hankow Hongkong
Kobe London Lyons
Manila Mexico Peking
San Francisco Shanghai
Tientsin Yokohama

Capital and Surplus..... Gold \$1,000,000
equal to £160,000.

EVERY DESCRIPTION OF BANKING BUSI-
NESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year at
4 per cent. annum, or for shorter periods, at rates, which
may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted
on all the principal cities of the World.
THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT
issued.
PURCHASE AND SALE of Stocks and Shares
effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

**THE
YOKOHAMA SPECIE BANK
LIMITED.**

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

Branches:
Amoy Canton
Canton Hankow
Hankow Hongkong
Kobe London
Lyons Manila
Peking Shanghai
Tientsin Yokohama

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be
tained on application.

ISHIONO, Manager.
Hongkong, 6th April, 1913. [18]

**THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.**

Incorporated by Royal
Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital£1,200,000
Reserve Fund.....£1,800,000
Proprietors£1,200,000

FOREIGN EXCHANGE and
General Banking business trans-
acted.

CURRENT ACCOUNTS open-
ed and FIXED DEPOSITS re-
ceived for 1 year or shorter periods
at rates which will be quoted on
application.

Wm. DICKSON,
Manager.
Hongkong, 11th April, 1912. [2]

NOTICES

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**
(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Pro-
perty, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident
System.

(Rates and Particulars on ap-
plication).

The Office of
**TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,**
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908. [3]

**PEAK TRAMWAY CO.
LIMITED.**

TIME TABLE.

TIME TABLE.			
WEEK DAYS.			
7.00 A.M. to 8.00 A.M.	EVERY 15 MIN.	10.00 A.M. to 11.00 A.M.	15 MIN.
8.00 A.M. to 9.00 A.M.	"	11.00 A.M. to 12.00 P.M.	15 MIN.
9.00 A.M. to 10.00 A.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 A.M. to 11.00 A.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 A.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	"	7.00 P.M. to 8.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	"	8.00 P.M. to 9.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	"	9.00 P.M. to 10.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	"	10.00 P.M. to 11.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	"	11.00 P.M. to 12.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	"	12.00 P.M. to 1.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	"	1.00 P.M. to 2.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	"	2.00 P.M. to 3.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	"	3.00 P.M. to 4.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	"	4.00 P.M. to 5.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	"	5.00 P.M. to 6.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	"	6.00 P.M. to 7.00 P.M.	

